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# The China Mail.

ESTABLISHED 1845

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Rainfall 0.66 inch.

Humidity 80.

June 17, 1918, Temperature 74

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Type. Complete Typewriter in  
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HONGKONG, TUESDAY, JUNE 17, 1919.

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Steam and Motor Vessels,  
Steel Building Work of every Description,  
Castings, Forgings, Repairs and Supplies

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CHANDLER  
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CARS



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FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give  
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Pints \$1.20 Per Dozen.  
Splits 70 Cts. " "

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AERATED WATER MANUFACTURERS.  
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## JUST ARRIVED LADIES' HOSIERY.

### AMERICAN SILK HOSE

White, Black and Colours  
Size 8 to 10

\$2.00 and \$2.50 pair.

### BRITISH LISLE STOCKINGS

Best quality, with or without  
Clas, White and Black

Size 7 to 10

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### Special Value—Fine Quality

Mercurised Lisle Hose, Double Sole, Spliced Heel & Toe  
White and Black  
75 cts. a pair \$8.25 a doz.

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## DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 634.

## TO-DAY'S CABLES.

### NEWS AND VIEWS OF "HAVAS."

(Reuter's Service to the China Mail.)

PARIS, June 11.

The Council of Four is now actually in possession of all reports and conclusions of the commissions appointed to examine the various chapters of the German counter-proposals, except the report on economic questions.

The Council of Five dealt this morning with the delimitation of the Hungarian frontiers.

The commission on reparations and the commission on finances examined to-day the clauses to be inserted in the treaty of peace with Bulgaria.

Bela Kuhn has forwarded a reply to the ultimatum to cease hostilities against the Czech-Slovaks. According to the Temps he expresses certain conditions.

M. Clemenceau had this morning an interview with Marshal Foch at the Ministry of War.

Versailles reports that a financial conference has been held between the Allied and German delegates.

### THE AFGHAN BOTHER.

SIMLA, June 2.

The Hazara, Peshawar, Bannu, Kohat and Derajat areas are quiet. The situation at Zhob is satisfactory except for a minor disturbance between sections of the Khatran tribe. Quetta reports that an Afghan camp is pitched at Murgha eighteen miles north northeast of Chaman. Reuter's special Peshawar correspondent on the 15th says a senior Afghan official, escorted by a couple of troopers, brought the Amir's reply yesterday to our lines at Dikka. Its contents will be announced.

### AUSTRIAN PROTEST.

PARIS, June 11.

Herr Renner sent his first Note to M. Clemenceau yesterday evening, vigorously protesting against the dismemberment of Austria, especially the separation of Bohemia and Tyrol. He declares that Austria deprived of her industries will not be able to live.

Renner's Note declares that German Austria will be deprived of her richest districts and four millions out of ten million German Austrians will be subjected to "hostile foreign domination. It declares that what remains of German Austria cannot live. It would have to import 75 per cent. of its foodstuffs. Furthermore its necessary imports would not be coverable by exports because all its export industries are being taken from German Austria. The country's transport system would be financially and technically ruined. The Note declares that the country is at present living on its very reduced capital. It declares that the treaty destroys the state and will create a breeding ground for Socialist and political disease.

### FRENCH DON'T WANT GERMANS IN L.O.N. YET.

PARIS, June 11.

With regard to the question of the admission of Germany to the League of Nations, the French viewpoint is that her admission at present would be most inopportune and Germany should be admitted only after a period, wherein the sincerity of her pacific dispositions can be ascertained. It is now taken for granted that the Allied reply to the Germans will be final and that no further discussion will be allowed. The maximum period of a week will be granted the German delegates to go to Berlin to consult their government and to inform the Peace Conference of their reply.

### ESTHONIAN REVERSE.

COPENHAGEN, June 11.

After sanguinary fighting the Esthonians have had to evacuate Wenden, which the Germans have occupied. There is the greatest indignation throughout Esthonia at the Germans' treacherous attack.

### AMERICAN HUMOUR.

PUTTING ANOTHER POINT TO  
FAMOUS FOURTEEN.

NEW YORK, June 11.

The officials of the Telegraphists Union have announced that a nation wide strike of telegraphists, including cable operators, is called for today. The object is said to be forcibly to attract the attention of President Wilson by interrupting his daily cable service.

### THE L.O.N. IN U.S.A.

WASHINGTON, June 11.

In the senate the Republican leader Senator Knox introduced a resolution which declares it is impossible for the Senate to concur with the provisions of the League of Nations as drafted and asks that the covenant be separated from the peace treaty before it is submitted for ratification by the Senate. It proposes that the peace treaty permit any nation to reserve the question of the League of Nations for further consideration.

The resolution was referred to the foreign relations committee. It is understood the resolution was intended as official notice to the peace conference that the Senate will oppose the ratification of the peace treaty.

AN ANTI-WILSON MOVEMENT.

NEW YORK, June 11.

The newspapers lengthily comment on Senator Knox's resolution. It is understood the resolution was intended as official notice to the peace conference that the Senate will oppose the ratification of the peace treaty. The World and the Times condemn the resolution, pointing out that the peace conference will be far more impressed by the action of the American Federation of Labour in endorsing the treaty and covenant as a triumph of freedom and justice and democracy. They say the difference between Senator Knox and the Labour resolution is the difference between political sabotage and patriotic Americanism. The Sun Herald which are opponents of the League support the resolution.

### SOUTH AFRICAN HOME RULERS.

SNUBBED BY LLOYD GEORGE.

LONDON, June 11.

Replying to the South African Nationalist deputations headed by Hertzog, which visited him in Paris on June 5 in order to advocate the grant of independence to the two former Dutch republics, Mr. Lloyd George declared that the South African Union rested on a fundamental agreement between the British and Dutch elements and could not be dissolved by the action of one without the consent of the other. Britain could not agree to any action which meant disruption of the Union. He emphasised that besides enjoying complete domestic independence, the Union of South Africa occupied a very prominent place in world politics now. It was futile to believe that South Africa could ever return to the isolation which was possible a century ago. In the future League of Nations South Africa would have the same membership and status and far more influence than any other State outside the ranks of the Great Powers.

### NEW ZEALAND QUITE SOLVENT.

WELLINGTON, N.Z., June 11.

The war has added £81,000,000 to the national debt of New Zealand, which is roughly £170 per head of population. The national wealth is equal to £400 per head. Bank deposits are £72 per head. Savings bank deposits increased from £19,000,000 in 1914 to £33,000,000 in 1918. The acting Minister of Finance is optimistic regarding the financial future providing the people realise their responsibility towards solving industrial problems. He regards industrial unrest as merely the outward sign of a great worldwide struggle for improvement.

### THE SECOND WEEK.

MORE VIEWS THAN NEWS.

PARIS, June 10.

It is improbable that the Allies will reply to the German counter-proposals before the 2nd week. The reply will consist of a composite memorandum dealing with the German objections *seriatim* and giving reasons for maintaining its own viewpoint. The changes in the treaty will probably be few.

M. Clemenceau opines that Germany should not be regarded as permanently ineligible for membership in the League of Nations but that it is for the Allies and not for Germany to decide the time when she is considered fit for admission to the benefits and responsibilities of the League.

### CELA VA SANS DIRE.

PARIS, June 11.

The Allies' reply to the German counter-proposals will refuse Germany's request for a mandate for the ex-German colonies.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### BRITISH SUBMARINE MISSING.

LONDON, June 11.

The Admiralty reports that a British submarine operating in the Baltic is overdue since June 4. It is presumed she is lost with all hands.

### THE BOLSHIEVIST WAR.

LONDON, June 11.

The War Office reports that General Denikin's troops are making encouraging progress. The cavalry on the Manich front has been placed under the command of General Wrangel. He crossed the Manich river on a wide front and is pressing forward.

The volunteer army up to May 29 had captured 15,000 prisoners and sixty guns and reduced two Bolshevist cavalry and three infantry divisions to skeletons. Consequently it is estimated that the Bolshevist tenth army is reduced to 10,000.

Later news of the volunteer army and the Don Cossacks is that they have considerably advanced all along the front. Jutovo, Taraitin, also Popova, Slavyansk, Bakmut and Berdiansk were captured.

LONDON, June 11.

An Ukrainian diplomatic mission has arrived in London. Another is going to Washington. The mission submitted its case to the government and was satisfied with its sympathetic reception. The mission informed Reuter that its great aim is to co-ordinate the military action of the Allies in the Ukraine against Bolshevism, and to secure formal recognition of the Ukrainian republic. They declare that General Koltchak recently asked General Pelmura to co-operate against the Bolshevists.

### SOME ALLIED PREPARATIONS.

LONDON, June 11.

Reuter has interviewed a British naval officer just from the Black Sea, who was in closest touch with General Denikin's administration. He described the huge quantities of munitions, guns, tanks, and aeroplanes, valued at £17,000,000, which had been accumulated at Ekamernodar. Hundreds of British officers are there. They are mostly specialists, who state that General Denikin's troops are showing the greatest aptitude in aviation and in working the tanks. Several ships with munitions arrive weekly. The greatest importance is attached locally to the efforts to effect a junction between Denikin and Koltchak, which it is generally believed will be accomplished. The officer commented on the good relations of the Turks and Allies at Constantinople, where the Committee of Union and Progress is not much in evidence. The restaurants exhibited the inscription "welcome to our Allies."

### ROUNDABOUT REVELATIONS.

### ANTI-JAPANESE FEELING IN CHINA.

LONDON, June 11.

Anti-Japanese feeling in China owing to the decision of the Peace conference with regard to Shantung has led to serious disturbances at Shanghai, where the foreign police were assaulted with bricks. The police charged with batons and cleared the street. There were several casualties. The volunteers were called out and maintained order. Twenty thousand students are also endeavouring to maintain peace while ensuring a continuance of the anti-Japanese boycott. Several Japanese were badly assaulted.

### SERBS CROAT-SLOVENE.

LONDON, June 11.

France has recognized the Serbo-Croat-Slovene kingdom.

### SERBS DEFEAT AUSTRIANS.

LONDON, June 11.

A communique states that after the Serbs had occupied Klagenfurt, the Austrians signed an armistice establishing a Serbian zone comprising Klagenfurt and a neutral zone to the northward of that.

### FRENCH LABOUR TROUBLES.

PARIS, June 11.

A considerable number of workers in the metal industry, and "tube" operatives, have resumed work. Measures to cope with the railway strike have been taken. The coalminers are now threatening.

### SILVER.

LONDON, June 11.

Silver is quoted 544. The market is quiet.

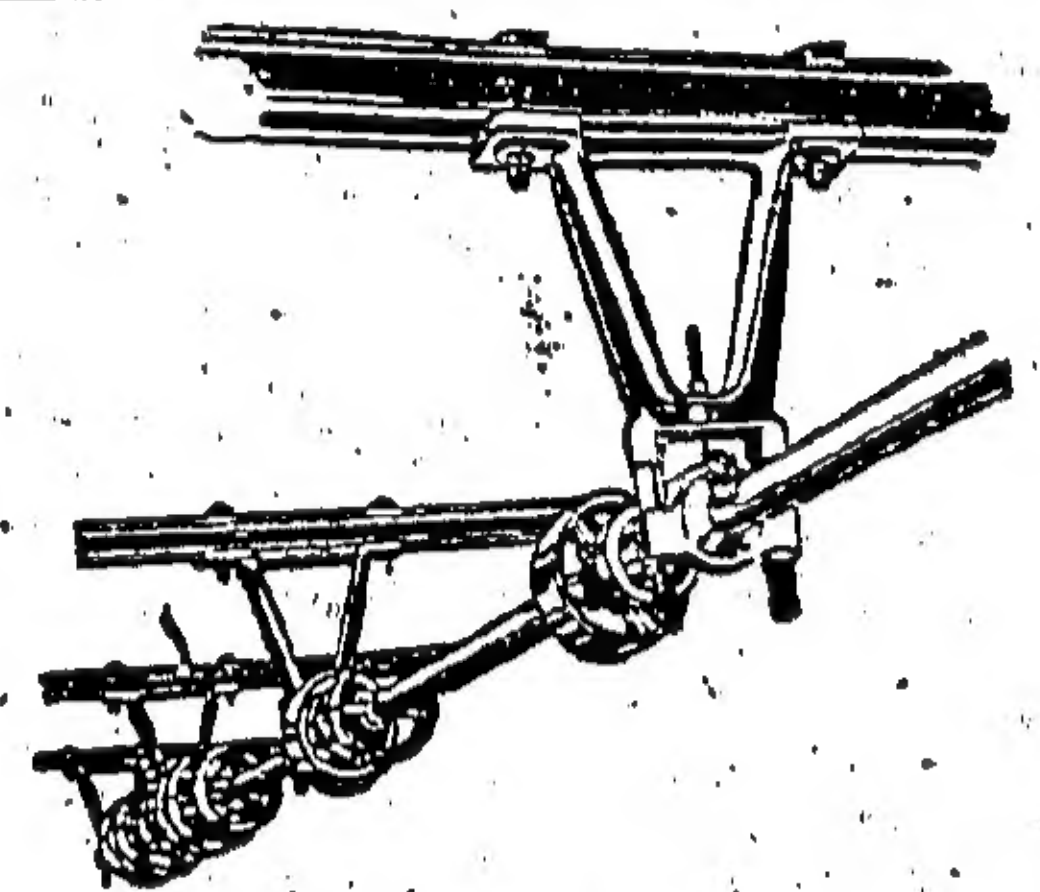
(Continued from Page 3.)

## BUSINESS NOTICES

## J. T. SHAW.

TAILOR, HABITMAKER  
AND  
OUTFITTER.

21, HONGKONG HOTEL BUILDING,  
HONGKONG.



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ON ALL MACHINES YOU ORDER

We can supply Bearings for all kinds of Machines  
POWER SAVING NO HOT BEARINGS  
SELF ALIGNING REQUIRE LESS ATTENTION.

THE CHINESE **SKF** CO., LTD.

THE UNITED ASBESTOS ORIENTAL  
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SOLE AGENTS FOR HONGKONG.

## "SAINT SWITHIN" WATERPROOF RAINCOATS

OF BEST BRITISH MANUFACTURE.

WHOLESALE AGENTS:

"TRANSMARINA" TRADING CO.,

Hotel Mansions.

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The Mosquito's Pet. Aversion.  
In Sprinkler Bottles 50 cts. 80 cts. & \$1.75

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SILVERWARE,  
CUT GLASS

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The Republic Motor Boats for your picnics and outings.

TELEPHONE 307 OR 1257.

Write or Call.

MOK LIN, Managing Director.



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G. MOUSSEAU.  
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Under used  
Bentley's  
A. & C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"HONGKONG."

## PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (for account of the Government), on

**THURSDAY and FRIDAY,**  
the 19th and 20th June, 1919, commencing each day at 2.15 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

A LARGE VARIETY OF  
**CHINESE PORCELAINS.**  
CURIOS, &c.

As follows:—

A large variety of 5-coloured Vases, Bowls, Plates, Penholders, etc., blue and white Vases, Jars, Plates, and Figures, &c., Caladon Vases, Incense Burners, &c., old Bronzes, including Incense Burners of the Sung and Ming Dynasties, Pekinese cloisonne, amber, jade-stone, crystal and agate Vases and Ornaments, Beads, &c., carved Bamboo and Sandalwood Ware, Szechow Redwood Carvings, Ivory Figures, and Ornaments, Lacquered Ware, &c.

Also

Old Lacquered Screens, Kakemonos and Embroideries, including one large 12-fold Lacquered Screen and Famille Rose Plaques, &c.

The greater portion of the above stock has recently arrived from Peking and Shan-tung province.

(Full Particulars from Catalogue).  
Terms:—Cash.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, June 11, 1919.

G. R.

## PUBLIC AUCTION.

THE Undersigned have received instructions from H.M. NAVAL STORES OFFICER, to sell by Public Auction, ON

**WEDNESDAY,**  
June 25, 1919, at 10.30 a.m., at H.M. Naval Yard, Hongkong.

Submarines C36, C37 and C38, PARTICULARS: (for each vessel)

Length between perpendiculars ... 142 ft. 2 1/2 in.

Extreme breadth ... 15 ft. 7 in.

Displacement ... 220 tons.

Approximate Weight:

Steel Hull ... 128 tons.

Lead Ballast ... 7 1/2 "

Concrete Ballast ... 70 "

Metal Fittings (Valves, &c.) 11 cwt.

Three-bladed solid Manganese Bronze Propeller and Steel Tail Shaft ... 1 No.

Also

Two large Floating Fenders and a number of Oak L.B. Casks.

Terms and Conditions of Sale may be had on application to the Auctioneers.

HUGHES & HOUGH,  
By Appointment Auctioneers to the Admiralty,  
Hongkong, June 16, 1919.

**MASSAGE HALL.**  
MRS. T. SUGITA  
MISS HALU  
4 Wyndham Street,  
Hongkong.

**EUROPEAN AGENCY.**

WHOLESALE Indents promptly executed at lowest cash prices for all British and Continental goods, including

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Boots, Shoes and Leather,  
Chemicals and Druggists' Sundries,  
China, Earthenware and Glassware,  
Cycles, Motor Cars and Accessories,  
Drapery, Millinery and Piece Goods  
Fancy Goods and Perfumery,  
Hardware, Machinery and Metals,  
Jewellery, Plate and Watches,  
Photography and Optical Goods,  
Provisions and Groceries, &c., &c.

Commission 5% to 5 1/2%.  
Trade Discounts allowed.  
Special Quotations on Demand.  
Sample Cases from £10 upwards.  
Consignment of Goods Sold on Account.  
**WILLIAM WILSON & SONS**  
(ESTABLISHED 1814).  
25, ABchurch Lane, LONDON, E.C.  
Cable Address: "ABchurch" LONDON.

## INTIMATIONS.

VICTORIA DISPENSARY.

### NOTICE.

THE Business hitherto conducted by the above Pharmacy at 32, Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the Stocks, Proprietary Medicines and Prescription Books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,  
Manager.  
Hongkong, May 30, 1919.

G. R.

### NOTICE.

ALL PERSONS with the exception of those of Chinese races desiring to leave the Colony should apply in person between the hours of 9 a.m. to 5 p.m. and 7 p.m. to 4 p.m. daily at the PASS OFFICE, Post Office Building. Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1918. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50.

SINGING & DANCING LESSONS.

M. and Mrs. N. G. DORROS are prepared to give Singing and Dancing Lessons to Ladies, Gentlemen and Children. For terms apply c/o CARLTON HOTEL.

**THE HOME OF FASHION**  
DRESSMAKERS AND MILLINERS.  
Latest styles in ladies' dressmaking, children's dresses and evening gowns a specialty.  
PRICES MODERATE.  
No. 25, WYNDHAM STREET.  
Miss E. J. ALVAREZ, Proprietress.  
A trial solicited.

## PUBLIC AUCTION.

G. R.

## PUBLIC AUCTION.

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 23rd day of June, 1919, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND above KENNEDY ROAD in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

No. of Lots	Locality	Boundary Measurements	Containing in Acres	Annual Rental	Upset Price
1	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
2	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
3	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
4	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
5	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
6	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
7	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
8	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
9	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000
10	Locality	N. S. E. W.	ft. in. ft. in.	As per site plan.	20,000 145 000

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Each additional 5 words 4 Cents.

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Thorough shop training in mechanical engineering and experience in charge of steam plant essential. Apply Box No. 1119 c/o "CHINA MAIL."

**WANTED.—For EUROPEAN FAMILY.** Immediate possession, two Chinese Flats or four Flats. Any locality. Apply Box 1128, c/o "China Mail."

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**TO LET.—No. 103 The Peak, 6 ROOMED HOUSE** at the Peak. Apply to PERCY SMITH, STRAITS & FLEMING.

**TO LET.—A FLAT in Nathan Road, Kowloon.** Furnished for 12 months No. 87 The Peak (No. 1 Stewart Terrace) containing 2 Bedrooms and bath-rooms, hot and cold water, Drying room, Dining room, Drawing room, Sitting room, and usual offices and servants' quarters, also large garden. Possession 15th July. Apply to—  
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Hongkong, June 17, 1919.

### TO LET.

**TO BE LET FURNISHED** from 1st July, No. 7 Mountain View, The Peak. Apply to W. L. PATTENDEN, GILMAN & CO., LTD., 84, Des Vaux Road, Central.

### TO LET.

**TO LET.—NEW HOUSES in Nathan Road, Kowloon.** No. 14 Second and Ground Floors.

**5 ROOMED HOUSE** First & Ground Floors, No. 16 Rose Terrace.

Light and Airy, Electric Light & Bell installation, excellent sanitary fittings and arrangements including Water Closets, Enamelled Baths (European Style).

**TERMS MODERATE.**  
Apply to:—**LAI HIN MAN,** Manager.

Tong Wa Building Agency, No. 43a Queen's Road East, Hongkong, or  
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### NOTICE.

ON and after 1st JULY NEXT, the hours of business will be as follows:—

**GENERAL STORE WINE DEPARTMENT and WAREHOUSE** 8.30 a.m. to 6 p.m.  
Saturdays 8.30 a.m. to 1 p.m.

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(including Saturdays).  
Sundays 10 a.m. to 1 p.m.  
6 p.m. to 7.30 p.m.

Such Public Holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

## A. S. WATSON & CO., LIMITED.

Hongkong, June 5, 1919.

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# Cigars! Cigars!! Cigars!!!

We have pleasure in announcing to our patrons that we have just received a small consignment of the finest and well-known brands of cigars and cheroots, made by La Perla Del Oriente, the best reputed Cigar Factory

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## MANILA.

All Sizes and Shapes in Stock. Price on Application.

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## DELICATE FROM BIRTH.

HOW BABY'S OWN TABLETS HELP WEAKLY CHILDREN.

In three words—"delicate from birth"—is expressed a world of anxiety suffered by mothers whose children have had a bad start in life. For little ones who are ailing, peevish, worried by teething, fickle of appetite, and unable to digest food Baby's Own Tablets have proved of the utmost value.

My last baby was sickly from birth and the benefit Baby's Own Tablets have afforded is simply wonderful. They do all that is claimed for them and more, and I would not be without them for anything," writes Mrs. A. D. Yates, 187 Fremont Avenue, North Minneapolis, U.S.A.

Baby's own Tablets, the Canadian children's remedy, are obtainable from chemists, also post free 50 cents the vial from Dr. Williams' Medicine Co., 80 Sechen Road, Shanghai.

## WISEMAN, LTD.

### THE

## TEA DANCES

will be

## DISCONTINUED

until further notice.

## DEAFNESS

AND NOISE IN THE HEAD.

Scores of apparently "hopeless" cases have been completely cured by the well known "French System" of TREATING DEAFNESS. THIS SYSTEM IS REMEDY. Price 4s per Box. Booklet Free.

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Any good class Druggist can obtain this remedy in your order, or it can be obtained direct from us upon receipt of cash.

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Films, plates,  
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Velox papers,  
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All kinds of Photographic Work done in latest styles also Passport Photos.

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**APIOL & STEEL**

**ANTI-ACID PILLS**

A French Remedy for all Irritations.

Thousands of Ladies always keep a box of Martin's Anti-Acid Pills in their drawers as a safeguard against any irregularity of the system.

These pills may be obtained from all Chemists, Druggists, and Grocers, or direct from the Proprietors, Messrs. J. B. Martin & Co., 10, Rue de la Paix, Paris.

**MARTIN'S**

**APIOL & STEEL**

**ANTI-ACID PILLS**

## NOTICES TO CONSIGNEES

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MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

From SINGAPORE, PENANG & BELAWAN DELI.

THE Steamship

"VAN WAERWYCK,"

having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 20th instant at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LINES,  
Agents.

Hongkong, June 10, 1919.

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**CARS on HIRE**  
Experienced Chauffeurs and Expert Mechanics.

A Large Number of  
New and Comfortable Cars  
Always in Readiness.

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The School has accommodation for 200 pupils.

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Special facilities will be offered to persons desirous of becoming Chauffeurs and not having the means pay for their course.

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(Contractor to H.M. Naval Yard.)

8, Ice House Street, HONGKONG.

# PRIMO



Points of view may differ on the right course to take in waging war . . .

When it comes to discussing beverages, however, there are no two opinions. All agree that PRIMO is the right Beer to drink.

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are certain cures for Prickly Heat. Can be used either in conjunction or separately.

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**PUMPS—8.50 PER PAIR**

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**A BARGAIN!**

### The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, JUNE 17, 1919.

#### PERMIS DE SEJOUR.

To land in foreign countries or travel therein in the days when we regarded war as an indiscretion of Europe's giddy past one had to have a passport. It was a bore, a nuisance, and in the case of the good-natured, shoulder-shrugging French, one finally went to the length of not bothering. But where are Mister's papers? In worse French than he need have been guilty of, the Englishman would begin Jee Swee Angling, to arrange the proper atmosphere, and explain that the supreme passion of the English, you know very well, is not to be bothered with these foreign and fussy follies. Moreover, he got away with it. The preamble, "I am English," uttered in the style that the stage Englishman in French theatres always speaks, was sufficient passport. Name of a pipe! How could a person speaking the beautiful language so disgracefully be a danger to the republic? *Le laissez passer.* This went on for years, and even the *permis de sejour*, the licence for lengthy residence, was dispensed with. In effect, the French were not a bad lot. Almost the only thing against them was their "red-tape," in keeping up the passport farce when it meant nothing, and was obviously a relic of the dark ages. Thank God! We English were above that sort of pettifoggery. Passports! The very name of the things shouted their foreign, their absolutely un-English origin. "Our hearts have bidden us to sing as it were on a journey, to sing the praises of England the free, to sing the song of the commonsense nation, the proud chant of the country we love so devoutly. Far, far have we wandered, many fair, places betholding, but never so fair as the land where they ask for no passports." That might be a bit from Ossian, or Rabindranath Tagore, but perhaps it isn't, and it really doesn't matter now, because (in so far as Hongkong represents England and the English) we have ichaboded from our high estate. Such a nice, kind, dear, harmless, vain old whistkey gent has been chased out of our colony, because (this is official) his papers were not in order. Nothing else, mind you. We have it in the plain, downright, unmistakable English of the authorities that this elderly braggart failed to get his passport issued by the British Consul at Shanghai. We have it, further, that for that reason, he was forbidden, to deliver lectures or give interviews to the newspapers. We have it, finally, that "we have nothing

against the Count except that his papers were not in order." Was it because he was a Count that he was permitted to land and remain without the chop of the Shanghai Consul? Or, to put it still more offensively, if he had been a Person of No Account, instead of a Count, would he have been allowed to land and remain? The suggestion of sycophancy, that the English dearly love a title, will be indignantly repudiated. We will assume that plain Bill White with Bolshevistic whiskers like those of the Count de Toulouse Lantrec (de Savine) would have been accorded the same tolerant consideration. In that case, where is the importance of the *visa*? If the passport or the *visa* matters so little that it can be disregarded at discretion, either for a Count or for a man of no account, why turn rusty in this way and force the old man to return to Shanghai? The people will say—indeed they are saying—that there is "something more behind." Already it has been noted that the Count stayed in the same hotel as our own most notorious Bolshevik hideout. But the *China Mail* took no notice of him whatever, while the other papers fell over themselves to advertise his Countship. "That was camouflage, you ass. Don't you see that it makes it all the more suspicious? Heaven knows what they may not have plotted together." (This conversation, or something very like it, really took place this morning. It shows how alert our public is, in comparison with the police, who haven't so far tackled the Count's accomplice. We will give them a clue to follow up. It happens to be a fact that when the Count de Toulouse first met the Baron de Toottight, (which is an *alias* for our own Bolshevik) he looked him straight in the face, raised two of his eyebrows, and uttered this mysterious remark, quite obviously a password: "I don't forget my cap?" The other shook his head from right to left, and then back from left to right, and the interview ended. That happened right there in the hotel, in broad daylight, and we regret that we lack the pen of a William Le Queux to describe its sinister features properly. Interviewed by the *China Mail*, after the deportation of Count de Toulouse had taken place, the Baron de Toottight denied that there was any dark secret between them. The "cap" in the password quoted was not a percussion cap. He averred that all he knew of the other titled gentleman was that he was a vainglorious old ass, whose worst offence was that of being a bore.

"Pardon a straight question," our man said, "but are you a Bolshevik?" The Baron de Toottight looked round, swiftly, then, cupping his hand and half hiding his mouth, he whispered in our representative's ear: "Read the *China Mail*. They say

at the Club that I am. The *China Mail* says that I am not. Probably one or the other of these statements is correct."

"One more question, Baron. Is your title a genuine one?" For a moment he looked slightly embarrassed, but recovering his aplomb and sang froid with a swift movement of the whisker, he said in a firm voice that the title was undoubtedly genuine, and that he had as much right to it as anyone. "In fact," he said, "the family name of Toottight was conferred upon me by the Chief Constable himself one night."

Bowing respectfully, our representative then left.

#### DAK BUNGALOWS.

Everybody supposes that the Hongkong Hotel Company's country house at Repulse Bay will pay—if the charges are not so repulsive as to keep us at bay, *Punch* would say—because everybody who is anybody has felt the desire to weekend away from too familiar scenes. That's one. Another favourite place much frequented by yachtsmen in the old days now turns out to be a private residence, and the paying guests of the caretaker, who trespassers without knowing it. That's two. Then there is the Fanling Golf Club, to which not everyone has the entry. That's three, and only one of 'em accessible, and that one not vet. At the back of our island, and in many parts of the New Territory, are to be found places where weekend-ing would be a delight, wholesome and pleasurable, if some sort of accommodation could be secured. Why not dak bungalows, such as the governments put up in India and Ceylon? Government Rest Houses, for the use primarily of government servants travelling on duty, but open to the public. They need not be expensive buildings, nor elaborately furnished. The caretakers employed by the Government would soon learn to stock foods of the picnic sort, the profits on which would be their perquisites. The Government could get a fair return on its investment from the usual charges for rooms (bedding extra) without counting the convenience to its own servants. As an experiment it might put up a couple, one near some good beach at the other side of our island, and another in a selected spot in the New Territory. The *China Mail* has sufficient evidence of public opinion to say that the experiment would succeed and be no loss to the Government.

#### OBSTRUCTING THE POLICE.

There are various ways of telling a story, and the reporter does not always get the right one. In another place in this number is a report of a magistracy case headed "Obstructing the police," in which Mr. Hutchison is reported to have said that the public has no right to "interfere," with a police officer. Unfortunately, it is not clear from the report what the interference amounted to in this case, but in general terms we may qualify the magisterial dictum. The public not only has the right but the duty to interfere in some cases: Suppose a member of the public sees a policeman beating an unresisting prisoner, as Indian and native police sometimes do, in that case he should interfere. He should not interfere physically. It is even wiser not to interfere verbally. But he should follow the parties at a discreet distance and when they come to the Station and a superior officer, he should quietly and without passion narrate what he has seen. That would be legitimate interference.

#### CORRESPONDENCE.

##### NETHERLANDS INDIA NOW ADMITS FOREIGN TEA.

[To the Editor of the "CHINA MAIL"]

Sir,—With reference to my letter No. 1808 of the 15th August 1918, I have the honour to inform you that I have yesterday received the following telegram from the Government of Netherlands India:

"Import prohibition foreign tea repealed."

I have the honour to be, Sir, Your obedient servant, (Sd.) G. D. HAMEL, Consul General.

Hongkong, 16th June, 1919.

#### LAND SALE.

At the P.W.D. Offices yesterday afternoon, Kowloon Inland Lot No. 1381 was submitted for auction sale by the Government. The lot is for 75 years with the option of renewal for 75 years. The upset price was \$9,409.60 and it realised \$15,260.00.

#### BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unnatural looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy can always be depended upon. For sale by All Chemists and Storekeepers.

#### LOCAL AND GENERAL.

To-day's dollar is worth 3s. 6 15/16d.

To-day's return shows six cases of plague and one (English) case of enteric.

The Shanghai Volunteer Corps was called out for duty in connection with the strike, at 3 p.m. on June 9.

The *Nanyo Maru*, *Chong Shing*, *Yuensang*, *Tientsin*, *Kango*, *Nam*, *Sado Maru*, and *Fukuo*, are latest shipping arrivals.

The Hongkong Tramway Company's traffic receipts for the week were \$14,630, or \$1,945 more than last year. The aggregate for the 24 weeks was \$342,253, or \$22,834 more than last year.

Col. G. A. Derrick, well-known in the Straits as a member of the firm of accountants, and as Commandant of the Singapore Volunteer Corps, is passing through Hongkong on the *Sado Maru* as far as Shanghai.

The *Sado Maru* from London arrived yesterday afternoon. She left for Shanghai at noon to-day with 34 first and 23 second class passengers. Others travelling by the ship bring the number of passengers leaving to 144.

The death of Claude Alexander Paton, the son of Mr. and Mrs. H. M. Cumine, took place at their residence, No. 11 Hart Road Shanghai, at the age of fifteen and a half months. The funeral took place at the Bubbling Well Road Cemetery on June 10.

At the International Recreation Club races at Shanghai on June 7, Mr. "Knoll" was the most successful rider on the first day, with two firsts and two seconds. Messrs. Ezra and Moller also rode two winners each on the opening day. On the second day "Knoll" scored two more firsts.

The Germans from Siam interned in India appear to still imagine that they will come here soon. One of them, writing from Raman droog, last month, says that they will be released in two or three months and "if we are sent to Europe I will at once come back to Siam." Will he? asks the *Bangkok Daily Mail*.

The *China Critic* hears that Mr. Graham Martyn, late of Jardine, Matheson and Co. who was one of the first to go home from Japan to join up, went through a good deal of service in the East of Europe, and was severely wounded. He has recently left the Army for the Church, and hopes to come out to the Far East shortly as an ordained minister of the Church of England.

Capt. A. Pritchard, of Kuala Perak Estate, Teluk Anson, received by the last mail his 1914 Star, which he believes to be the first in the country, although the ribbon has been out for some time past. It may interest some of our readers, says the *Malay Mail*, to know that these Stars are now ready and those who are entitled to them should apply for same. The Star is engraved "1914 August to November."

At a meeting of the Committee of the Straits Settlements Branch of the National Association of Discharged Sailors and Soldiers held in the S.C.C. and presided over by Captain Mayger, M.C., it was decided to hold the first half-yearly meeting on June 24 when a full attendance of members is expected. A report will be submitted giving a resume of the work accomplished during the past six months. A suggestion was put before the meeting to hold a dinner a few days after the half yearly meeting, but this is to be discussed later. The appointment of Mr. J. W. Williamson as joint hon. secretary was confirmed.

#### WHEN IS A PUPPY A DOG?

Mr. L. A. V. Ribeiro of No. 7, Morrison Gap Road has a little dog—a three months old fox terrier. Undecided as to whether the pet needed a licence or not, having heard that until six months old they don't, Mr. Ribeiro enquired of Mr. Wodehouse—quite officially—whether the dog needed a licence or not. Mr. Wodehouse replied that a licence was absolutely essential.

Summoned before Mr. Hutchison for keeping a dog without a licence, contrary to the law, Mr. Ribeiro this morning said that he was under the impression that only a six months' dog needed a licence. When he received Mr. Wodehouse's reply he complied and took out a licence. In emphatic terms Inspector Kent informed the Magistrate that the accused had been twice warned by the Police, but took no heed.

[The dogs of some people would die of old age before admitted to be six months old.] fined \$5.

#### STOMACH AND LIVER TROUBLES.

NO end of misery and actual suffering is caused by disorders of the stomach and liver, and may be avoided by the use of Chamberlain's Tablets. Give them a trial. For sale by All Chemists and Storekeepers.

#### COMPANY MEETING.

##### MESSRS. WILLIAM POWELL, LTD.

The 18th Ordinary General Meeting of the shareholders of the above Company, was held at the offices of the Company, Powell's Buildings, at noon to-day.

Mr. G. C. Moxon was in the chair and there were present Messrs. G. Martin and J. W. Taylor (directors), Mr. H. O. Holt, (General Manager and Secretary) and Mr. E. Mauricio (shareholder).

After the secretary had read the notice convening the meeting, the chairman said:—Gentlemen.—The Report and Balance Sheet of our account for the year ending February 28th 1919, has been in your hands for some days, and I will with your permission take them as read. It is with pleasure that your Board is enabled to lay before you the figures disclosed in the Balance Sheet, which must be considered very satisfactory in view of the difficult period passed through, and I have practically nothing to say in addition to what is contained in the Report. Perhaps I should mention, that the stock has been carefully checked, and everything possible has been done to get it correctly certified. The current year has opened in a satisfactory manner. Before proposing the adoption of the Report and Accounts as presented, I shall be pleased to answer any questions that shareholders may put to the best of my ability.

Mr. Mauricio seconded the adoption of the report and accounts for the year ended Feb. 28, 1919 and the motion was carried unanimously.

Mr. G. C. Moxon was unanimously re-elected a director of the Company on the proposal of Mr. Holt seconded by Mr. Mauricio.

Messrs. H. J. Gedge and J. W. Taylor were also re-elected directors of the Company for the ensuing year on the proposal of Mr. Martin seconded by Mr. Mauricio and Mr. Holt respectively.

Messrs. Percy Smith, Seth and Fleming were unanimously re-elected Auditors of the Company for the ensuing year with a remuneration of \$450 on the proposal of the Chairman seconded by Mr. Holt.

The meeting terminated with the announcement the Dividend Warrants will be ready for issue tomorrow morning.

#### THE FILTHY HABIT OF SMOKING.

Mr. H. Y. Loo, M. A. Barrister-at-Law made a speech on cigarette smoking at the Y.M.C.A. of Canton on Saturday, when he said that the Chinese people are spending at the present time in a single year about \$50,000,000, to \$60,000,000, on cigarettes.

"The significance of these figures," he said, "can best be appreciated if we compare them with other items in our national budget. To put the matter concretely, cigarette smokers spend in a single year about one-fourth the amount spent by the Chinese Government excluding extraordinary expenditures and about half the amount which China spends on maintaining the Chinese Army; they pay out annually about three times the entire cost of the Chinese Navy and twice the cost of the Canton-Kowloon Railway; they spent about five times more than the Ministry of Education. They smoke and chew cost them just about two-thirds what China gets from land tax, four-fifths from customs revenue and more than half from salt tax revenue; they destroy directly about one and half times as much property as is owned by the China Merchants Steamship Company. If the Chinese people can save the money they spend on cigarettes and hand over the same to the Chinese Government, China can pay off the Japanese War indemnity in five years or the Boxer Outbreak Indemnity in ten years. With one year's saving from cigarettes, they can have two and half dreadnoughts or five battle-cruisers, or numerous smaller crafts or a fleet of ships of an aggregate of 800,000 tons, or 500 to 600 miles of railways or a big national bank or a number of universities or colleges or workshops or docks or munition works or an army of several hundred thousand men."

Mr. Loo urged the Chinese people to abstain from and give up cigarette smoking from an economical as well as from a moral, physical, intellectual and political point of view. He quoted instances from American authorities to support his speech by which his hearers were greatly moved.

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#### CHAMBERLAIN'S PAIN BALM.

A touch of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. I feel, for the household it is just such an unobtrusive as every family should be provided with. For sale by All Chemists and Storekeepers.

#### OUT-OF-WORK DONATION.

##### THE TESTS AND HOW THEY ARE APPLIED.

The tests applied to claims for the Government unemployment donation have tightened lately. At almost every employment exchange hundreds of cases are being gone through each week by Courts of Referees and a large proportion of the disputed ones disallowed. The test of benefit is, roughly, that an applicant should be out of work through no fault of his own, and that the Ministry of Labour through its exchanges should be unable to find him "suitable employment."

The applicant must sign on for three consecutive days, the waiting period, before he becomes entitled to benefit. He may afterwards be intermittently employed, but if he ceases to sign on for six consecutive days he drops out of benefit and must wait another three days before he again becomes eligible. It was to overcome this regulation that there grew up in the cotton trade the custom of working three days and stopping three days, which has been largely in favour in the weaving districts. On the application form the name of the last employer must be stated, and the exchange sends to him a note asking whether the applicant's statement is correct or not. A statement from the employer that a man has left work without "just cause" is one of the grounds for suspension of benefit. This power of suspension rests with the local exchange officer, but he has to send on the facts of the case to the Appeals Officer at the Divisional Office, who if the claim is frivolous turns it down, but in most cases passes it on for settlement to the local Court of Referees, a small body of three—a barrister chairman sitting with an employer and a workman's representative. Their decision is subject to challenge by the Ministry's Insurance Officer, who may remit the case to an umpire, or the Court, in a difficult case, may give the applicant direct power of appeal to the umpire. The same process is gone through where an offer of work is refused. Here the case does not always go to appeal, because a person whose desire for work is not particularly keen will frankly say, "Well, I won't sign on again," and cease to trouble the exchange.

#### WOMEN AND DOMESTIC SERVICE.

Women have contended that they are entitled to wait until work is available in their own trade (such as that of a worsted spinner or a shop assistant), but the umpire holds that after unemployment for a certain length of time (the periods vary from six to eight weeks) they must be prepared to consider vacancies in occupations other than those in which they had had previous experience. He was not prepared to say that domestic service was unsuitable to them. The new occupation must have reasonable conditions, and the umpire has upheld a woman in refusing domestic service which would not give her an "evening out" a week. He held the woman was entitled to look for "employment in which she would have rather more liberty." In another case, he deemed that a wage of 8s. to 9s. a week with food for a domestic servant on day work was too low and justified refusal. Most of the women's cases that are before the Courts are those of munition workers. There is a strongly marked tendency for them to desire continued factory employment, and the reports show great reluctance to take up domestic service or other employment where the wages are below munition rates. A married woman who had been earning £2 12s. a week on munitions refused a job of 21s. a week at a jam factory, but was held not to be entitled to "refuse it and draw donation on the ground that the earnings would be less than on her war-time occupation." The umpire has, however, also decided that a woman may refuse a job in which the wages are less than in her previous occupation and which offers inferior prospects.

#### WAITING FOR MORE ATTRACTIVE WORK.

A curious point came up in the case of a woman of 21, last employed in a shell-filling factory, who refused work as a tramway conductress at 8d. an hour, because she was qualified for a better position (as a motor driver), and "did not wish to associate with the class of woman generally employed by the tramway company in the district." The Court of Referees upheld this objection, but the umpire, disagreed, adding that "if she wants to wait for more attractive work after a long period of unemployment she must do so at her own expense and without assistance from the donation scheme." The umpire took the same line in the case of a barmaid (lately on munitions) who refused to lower her status by becoming a housemaid waitress at an hotel for 10s. a week, living in.

The instances here selected from many hundred decisions covering every type of occupation give some indication of the nature of the tests. How far they are applied depends on the number of vacancies the exchange has to offer and on the vigilance and experience of the officials. In dealing with a great rush of applicants, as in most Lancashire exchanges, many errors of classification of

#### EPSOM ON THE RHINE.

##### COLOGNE DERBY WON BY R.F.A. MAJOR.

A successful two day London divisional race meeting was opened on April 28 on an excellent course improvised on a German military training ground at Kalk, near Cologne. Among the spectators, who numbered hundreds of officers, including a few French and Belgians, and thousands of men, was General Sir William Robertson, commander-in-chief of the Rhine Army.

The grand stand, on which a Union Jack was flying, was formed by the mound of a disused fort or magazine, surrounded by old trenches and one or two wire entanglements, and commanded a view of practically the whole course.

There were seven races in all—three five-furlong scurries, three steepchases of about two miles over fairly stiff fences, and the great race of the day, the Cologne Derby, a flat race of about a mile. For this last (catch-weights, 11st. 7lb., open to officers of the Allied Armies) there was the enormous number of 79 entries, about 50 of whom faced the starter. The first and second were Major Bather, R.F.A., and Colonel Hodgins, A.V.C.

The sight as the horses streamed round the course, first a bouquet, and then a trailing ribbon of all the colours of the rainbow, was wonderfully exhilarating. Well on in the afternoon a blizzard swept over the course.

#### TO RECAPTURE TRADE.

Some salutary remarks on British trade methods were made by Mr. Gordon Ross in his lecture on "Trade Opportunities in South America," at the London School of Economics. Although in 1913 England still exported twice as much as Germany, the latter was making immense progress. It was not that Germany was making better articles, or that South Americans preferred their manufactures. It was simply that our rivals made a point of studying the needs of the country and giving their customers what they wanted.

It is easy, of course, to exaggerate these arguments. England was the greatest creditor country in the world. A century ago our manufactures were first in the field in foreign markets, and the immense start which we gained was for long maintained by the high prestige of our manufactured articles. It was only natural that other great manufacturing countries should begin to make inroads on our preserves at a time when our big business men preferred the aristocratic, time-honoured methods which had served them well enough in the past. Now that the war has thrown us back to the beginning, and we start scratch with the other competitors, our business men have, we trust, become alive to the necessity of sending out agents to study foreign languages, who will carry catalogues printed in foreign languages, quoting prices in the currency of the country with which they are dealing.

#### UNDERFERD GERMAN CHILDREN.

##### A MUNICH LADY'S LETTER.

The following is the translation of part of a letter to an English lady from the widow of a professor of English language and literature in a German university, who worked hard in his lifetime to bring about an Anglo-German understanding. The letter is dated Munich, March 25—

For more than four years I have had not a word from you. . . . If I write to-day, it is because I do so long for a kind word from you and from the land which I have loved so dearly. Every day I think of England and long for her to understand the indescribable misery here. This blockade is so terrible, not only because it leaves us to hunger, because (even worse) it stops the last hope of understanding between our two nations. Sophocles said long ago in the "Antigone": "Woman is not born to join in hate, but in love." Believing this, let me grasp your hand once more to-day. One now no longer here would bid me say: "Get our English friends to help you in the dreadful bitter lot which overcomes you, when you see your children cry with hunger and pass yourself dizzy with weakness, from once duty to another." Yes, help me not to lose utterly the rich treasure which we had in our friendship with England. Since my husband died, three years ago, I have lived through much, and learned much, and lost much. . . . The children are growing, a great joy to me, but their physical development gives me constant anxiety with such underfeeding. . . . Germany is utterly broken down, and no one helps her to recover. It is desperately dreadful. Well that my husband is dead. Yet were he here he would now find so much to do with his splendid democratic ideas.

workers occur, and the preoccupation with paying-out benefit reduces the staff available for the work of selecting men for jobs, and of casting out the cases of imposition.



## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

(Continued from Page 1.)

## SPEECH BY HAIG.

GERMAN ARMY AS MUCH  
LICKED AS NAVY.

LONDON, June 17.—Speaking at the Mercers' Hall, where the freedom of the Mercers Company was conferred upon him and on Admiral Beatty, Marshal Haig emphasised the completeness of Germany's military surrender. He said that to have pressed forward after the great culminating defeat of the Germans on the Sambre on Nov. 4, 1918 would have meant further loss of life, destruction of property and expenditure of money, while it could not have rendered Germany more helpless militarily than she was to-day with her army dissolved, her guns, transport, and aeroplanes surrendered, and the crossings of the Rhine held by the Allies. The surrender of the German fleet was not more abrupt, complete, and irrevocable than the surrender of the German army.

## RIOTS AT MALTA.

LONDON, June 17.—Telegrams from Malta report some disturbances, apparently owing to unemployment, the agitation for autonomy, and the abolition of the university, and that there were some fatalities, but it is believed that order is now restored.

## LATER.

The latest from Malta indicate that the situation is improving. Marines were landed to deal with looters. The trouble was chiefly due to the dearth of food and to unemployment. Some students participating were aggrieved over some question affecting university degrees. It is believed that four were killed and eight injured in the riots.

## OUR BOATING POPULATION.

Eight men and five women, all connected with cargo boats, made a long row in the dock at the Marine Court this morning. Captain Taylor slammed the party before reaching the change which was that of failing to renew licenses.

All except the first defendant were ordered and he pleaded he was waiting for his master. The others had nothing to say. Two defendants with had small boats were ordered to pay \$5 each, the other 11 had to contribute \$20 each, by Capt. Taylor's order.

## FIRE ALARM.

An incipient fire broke out last night in No. 35 Queen's Road Central, owing to the fusing of the electric wires. The flames were quickly put under control, and the damage done was trifling.

THIEF AT WHITEWAY  
LAIDLAW'S.

For some time sundry articles have continuously disappeared from Whiteway, Laidlaw & Co.'s shop, to the indignation of Mr. Webb, the manager. One day it would be a box of soap. Another time it might be a razor.

No culprit could be found. This went on, until Mr. Webb caught the thief, a coolie, employed by the firm. He caught him in the act of pilfering a box of soap.

Charged with larceny, the man said he had found the article whilst sweeping the floors of the shop.

Six weeks' imprisonment.

## OBSTRUCTING THE POLICE.

A hawker was arrested yesterday outside Mr. Y. Sun's shop for selling in an area *tabu* to his like. When the man showed resistance, he met with rough handling at the hands of the Police. An employee of Mr. Y. Sun's intervened, and reproved the guardian of the law for over-exercising his authority. To-day the shopman was brought before Magistrate Hutchinson, charged with obstructing the Police. In imposing a fine of \$5 on defendant his Worship observed that accused had no right to interfere with an officer on duty.

## TWO ACCIDENTS.

As a result of being knocked down by motor-car No. 131, a Chinese male, residing at No. 7 Sui On Lane, was removed to the Government Civil Hospital suffering from severe injuries.

The second accident occurred with a stonebreaker, who was knocked down by a piece of granite, whilst quarrying at Tai Shek Ku.

## JAPANESE STABBED.

A Japanese was removed to the Government Civil Hospital the other day, suffering from a stab wound on the left shoulder, said to be inflicted by a companion during a fight in Queen's Road. The Police are making enquiries.

ROYAL HONGKONG GOLF  
CLUB.PROFESSIONAL PAIRS 1919—HAPPY  
VALLEY COURSE.

1st and 2nd Rounds to be played on or before Monday, June 30, 1919.  
3rd Round to be played on or before Monday, July 14, 1919.  
4th Round to be played on or before Monday, July 21, 1919.  
5th Round to be played on or before Monday, July 28, 1919.  
Final to be played on or before Monday, August 4, 1919.  
First Round. Byes, J. Gish and W. J. Morrison 39; H. R. Hayward and G. E. Costello 26; C. Thorne and A. Morrison 28; A. D. Humphreys and H. Humphreys 33; Capt. Leslie Smith and Capt. Murray 15; J. L. Gwynne and C. F. Mulhally 20; C. L. Sturges and R. Kennedy 22; Col. Harvey and Capt. Goble 16; G. Coleman and V. L. Fairley 26; W. H. Bell and A. G. Coppin 33; Hon. Mr. S. R. Deane and Hon. Mr. E. V. D. Part 11; G. M. Shaw and H. M. McTavish 34.  
Hon. Mr. N. J. Stubbs and W. Ross 17; Surgeon Lieut. Conder, Crook and P. L. Holborn 16; G. A. Woodcock and J. W. Franks 26; A. B. Anderson and Eng. Comdr. Reed, R.N., 34.  
W. E. L. Shenton and D. J. Lewis 31; Lt. Col. Cole and Capt. Lucy 18.  
Edwin Potter and G. A. Hastings 23; F. E. Scott and C. A. Scott 20; R. M. Henderson and J. Duncan 27; W. D. Kraft and C. P. Stark 19.  
Commodore Turner and S. Evans 21; A. E. Campbell and D. MacLaren 24.  
G. C. Moxon and P. Tester 30; J. H. Condon and A. Leach 21; R. G. Hutchinson and R. E. Lind 33; V. M. F. Murray and N. E. Kent 30.  
J. F. Sharpe and H. Scott 36; A. R. Austin and A. K. Henderson 20.  
G. E. Marley and F. A. Redmond 8; V. P. S. Harrison and W. R. Mansfield 26.  
N. J. Austin and R. W. Huister 34; P. J. Falcener and P. A. Wells 20.  
J. A. Plummer and K. S. Morrison 28; H. Harker and G. B. Layton 24.  
A. C. Leith and R. P. Thursfield 18; J. S. Jennings and L. C. Robinson 20.  
Hon. Mr. A. G. M. Fletcher and Hon. Mr. E. R. Halifax 32; Lt. Col. Taylor and Major Buck 28.  
Byes—Geo. Hogg and J. T. Kidd 25; H. B. L. Dowbiggin and E. L. Sini 31; A. H. Lay and J. D. Dunby 20; J. W. Glyn and J. McComquodale 36; T. E. Pearce and A. O. Lang 27; Lt. High and Lt. Torr 34; R. E. McDougall and R. Henderson 13; E. Davidson and C. D. Johnson 11.

Handicap 1 of the difference between the respective handicaps as stated on the 4 stroke or over shall count as one.

Should any Co remain unpaired on the date the second named couple in the match passes into the next round.

This rule will be strictly adhered to, no exceptions will be made.

This may, by mutual agreement, be played off over Fairway Course, when the conditions will be ordinary handicaps; 2 of the difference between the joint handicaps.

Should any Co remain unpaired on the date the second named couple in the match passes into the next round.

This rule will be strictly adhered to, no exceptions will be made.

This may, by mutual agreement, be played off over Fairway Course, when the conditions will be ordinary handicaps; 2 of the difference between the joint handicaps.

HONGKONG POLICE  
RETURNED.

There arrived by the *Sado Maru*, from Liverpool, yesterday, Messrs. Maurice Kenneally and Thomas Jaynes Wilson, two popular members of the Hongkong Police Force who went home to join up on July 17, 1918. A *China Mail* man had the pleasure of an interview with Mr. Kenneally at the Central Police Station, and learned that they had had a good voyage back. Soon after their arrival in England, he and Mr. Wilson went home on a fortnight's leave. "It's nice to see the old folks in Ireland once more," said Mr. Kenneally, "but it does not pay to go home during the war, every thing is so dear, you know."

Asked as to his military experience, Mr. Kenneally said very modestly, "I did nothing more serious than garrison work in Yorkshire during all the time I was in the Army. I got no change at the Huns."

Mr. Kenneally was in the R.G.A. Mr. Wilson is in Tsingtau.

"Have you reported for duty yet?" Mr. Kenneally was asked.

"Yes, and I am on, to-morrow, worse luck."

Asked about his friend Wilson, Mr. Kenneally said: "He's a lucky dog. He joined the Navy, you know, and got charged on a trawler. Is there anything else you'd like to know?"

"How long after the Armistice were you demobilised?"

"Well, I don't know about Wilson, but I became a civilian again on April 22 and after two weeks of the best with my people in Ireland, I embarked at Liverpool on May 6, and met Wilson. As I said before, he arrived here yesterday after a very uneventful voyage."

## ALLEGED MANSLAUGHTER.

DEATH BY AMMONIA  
POISONING.

Lau Ping Sam, described as a Chinese physician, was charged before Magistrate Hutchinson with the manslaughter of a two-year old girl residing with her parents in Reclamation Street Yaumati.

Mr. P. W. Goldring of Messrs. Goldring and Phillips, appearing for defendant said that the child's demise was in a greater degree attributed to misadventure.

Inspector Gerrard, conducting the prosecution, stated that the child was taken ill early yesterday morning, and defendant's aid was called. He administered some powder to the child and also thrust a bottle of liquid ammonia under the child's nose. The liquid went down the child's mouth accidentally, and affected the lungs. The child was also laid up with flu, and of course, it was possible that it had met its death by a sudden attack, but the direct cause of death was ammonia poisoning, according to Dr. Smalley.

Inspector Gerrard added that undoubtedly there was a certain amount of misadventure in the case, nevertheless accused was culpable for applying the poison at all.

Hearing was adjourned till Thursday.

## BUSINESS VISITOR.

A visitor to Hongkong is Mr. L. H. Hymans, Vice President of the San Francisco Trading Corporation. He is staying at the Hongkong Hotel.

Local businessmen could spend a useful half an hour seeing the various lines he is presenting for his corporation. They can equip a hotel from top to bottom or fill up a universal Providers' Store. The San Francisco Trading Corporation seems to be able to supply any imaginable article.

He has some specimen "C.O.C. Style Nardex." This style of indexing is striking. We imagine it would prove invaluable for the Police Department, Banks, etc. It occupies so little space yet any name or article of 50,000 is right at your hand in an instant. It is on small and big lines.

Another article they supply is the electric telephone system. Anything more useful for big businesses or hotels could not be imagined. For instance a person on the ground floor wants to telephone a message to the fifth floor. The message is written by the side of the telephone and it appears before the vision of the operator on the fifth floor who sends it to the addressee.

There are other articles of everyday use, too numerous to mention but they can all be seen by calling on Mr. Hymans at the Hotel.

CHINESE STUDENTS  
DEMAND.

## THEIR POINT GAINED.

We (N. C. Daily News) understand that H. M. Consul-General received last night from H. M. Minister in Peking a telegram announcing that Tsao Ju-lin had been dismissed from office. A message received earlier in the evening by Reuters' Agency stated that the request of Lu Chang-yu and Chang Tsung-hsiang to resign was being granted, so that it may be taken that all three of these officials have been removed in accordance with the popular demand. Much satisfaction was expressed by the Chinese when it became known that Peking was about to give way, and it is anticipated that the strikers will return to work and the shops resume business.

ANSWERS TO  
CORRESPONDENTS.

S. P. (and two others).—The "Lady Godiva" on the poster merely drew attention to a point in an editorial article. (It did not refer to your lady friend who (you say) walks the beach in a gent's costume. By the way, where and when can we have a peep? S. O. S.—You will see that we have made use of your kind suggestion. Glad to hear from your sort at any time.

HOTEL SCANDAL.—We know that to be a lie, and can only hope you didn't know it.

## S.S. "JASON" ASHORE.

The Blue Funnel s.s. *Jason* which was reported in the *China Mail* to be aground at the entrance to the harbour at Vladivostok, from New York, is damaged in No. 1 hold and taking in water.

The cargo is being discharged into lighters. The agents at Vladivostok report that matters are favourable with the ship in the circumstances.

## BUSINESS CHANGES.

The Victoria Dispensary has been absorbed by Messrs. A. S. Watson and Company.

The corner premises at the bottom of China Mail Street, vacated in consequence of this merger, have been taken by Madame Flint as a branch store for her modes and millinery business.

LIFE IN A JAPANESE  
PRISON IN KOREA.STATEMENTS OF RELEASED  
GIRL STUDENTS.

The Japanese official press has given an account of the Japanese prison life in West Gate Prison, Seoul, and likens it to being in a Sanatorium or Technical School. Thirty-five Korean girls were arrested for shouting "Mansei," and many of them were taken to the West Gate Prison, where they were kept for about two weeks. Five of these girls have given independent statements as to their experiences in this "delightful health resort." The following is from their statements which have been forwarded to the *Japan Chronicle*. One said—

"I was taken to the West Gate Prison. There I was stripped and looked at by the men. I was sneered at and cursed beyond power to tell. After being allowed to dress I was put into a room, not very large, with 16 others, and so were packed together. The toilet was placed in the room like a pig's shelter; it was filthy. We were given beans and salt to eat. While eating they called us names. 'You dogs, you pigs.' The second day a Japanese called a police doctor and several others came, and they stripped me again and weighed me, and sneered and spat on me too. They said that I should be tried publicly, and I hoped to be able to state my case, but at last I was let out without trial, and was not even told the nature of my offence."

Another girl said: "When I was being taken to West Gate Prison, with the other girls, the Korean driver called out 'Don't be discouraged, you are not condemned, this treatment is only to break your spirit.' Another Korean student said 'Be of good cheer. God is just, we cannot be dying all the time.' Some of the girls were taken into the office before me. As I was standing outside I saw each girl sent out of the room naked, carrying her clothes on her arms, and her hair hanging down her back. Then my turn came. I was taken in before a Japanese officer, with gold braid, and a Japanese policeman. They told me to take off my clothes. I refused. They said that I must as I was a condemned prisoner. At last I took them off struggling. I had to stand undressed for 10 minutes before the officer. I never looked at his face. Then they hurried me out into another room. I wanted to put on my clothes, but they pushed me on. I had to pass 5 Korean men prisoners on the way. Several Japanese women officials also saw me go by. After close confinement in a cell for one week we were let out for a little exercise for 15 minutes. The toilet was kept in the room. We were forced to take off our clothes again for medical or physical inspection. The Japanese doctor was a very young man. Sometimes there were as many as 15 girls locked into one cell. I was not allowed to sit or stand, but had to squat on my knees Japanese fashion. They gave us no pillows. Five girls had to sleep under one quilt infested with vermin. I asked for a Bible but could not have one. One girl's Bible was taken away and not returned. The unchanging squatting posture was most cruel to bear. The slightest change would bring beatings, or the punishment of holding out a heavy board at arm's length. The teachers or those called leaders are kept in solitary confinement."

Another girl in her story says: "In our examination they called us awful names and said that we were not virgins. They said, 'Since you say that you have not sinned, take off all your clothes and go naked before the people. The Bible says sinless people live that way' (Adam and Eve). At the West Gate Prison they stripped us bare and subjected us to unspeakable insults. As to what we girls suffered in our hearts, then, makes us weep with agony. Had it been for any other cause than our country, I would have died first. They forced us to undress again the second day. We had to bath, 104 persons in one tub. So dirty was the water, I cannot describe it. It made me dizzy. When I bowed my head to pray I was punished by 3 hours' standing. They said I was going to sleep before the time. We were kept in for about two weeks and a half, and then told to go without a trial. Next time they said that we would have a more fitting punishment. I found Jesus was near to me in prison. Some of the girls decided to become Christians."

Other reports allege serious indecencies in this prison.

## BOTH SKINNED.

The harassed and weary-looking man, the personification of genteel poverty, paused before the windows which had been hired by the humane society. In the centre of the window was the picture of a large furry animal, with a woe-begone expression on its face. Underneath was the placard: "I was skinned to provide a woman with fashionable fur."

For a moment the tired expression faded from the man's face. "I know just how you feel, poor old chap!" he muttered. "So was I."

NAVY BOXING  
CHAMPIONS.

The winners in the finals of the Navy and Marines Boxing Tournament, concluded at Portsmouth on Saturday, April 26, were—

Bantam-weight.—Pte. Mylne, R. M. L. I. H. M. S. *Monarch* beat Pte. Morrison, R. M. L. I. Deal.  
Fly-weight.—A. B. Patten, R. N. Bks., Devonport, beat Stoker Walby, Chatham.

Feather-weight.—Stoker P. O. Cartledge, R. N. Bks., Devonport, beat Gar. L. Elliott, H. M. S. *Conqueror*.

Light-weight.—P. O. Clarke, H. M. S. *Vernon* beat Leading Seaman Smith, Chatham.

Welter-weight.—Signalman Wilkinson, Devonport, beat Leading Seaman Keys, P. T. S., Portsmouth.

Middle-weight.—A. B. Larvy, Haslar Camp, beat P. O. Coombs, H. M. S. *Queen Elizabeth*.

Light-heavy-weight.—Sergt. Ring, R. M. A., Greenwich, beat Stoker P. O. Spillar, H. M. S. *Superb*.

Heavy-weight.—Gunner Copp, R. M. A., Eastleigh, beat Lance Bombardier Williams, H. M. S. *Bombardier*.

Officers' Light-weight.—Lieut. Reynolds, R. N. Bks., Devonport, beat Sub-Lieut. Field, H. M. S. *Swordsmen*.

Officers' Middle-weight.—Lieut. Bayley, H. M. S. *Maidstone*, beat Lieut. Butler, P. T. S.

Officers' Welter-weight.—Midshipman Thornton, H. M. S. *Revenge*, beat Lieut. McGrath, H. M. S. *Rossini*.

HARRY TATE FOR  
HONGKONG.

Mr. Harry Tate, the comedian, who is an enthusiast on flying, says that he intends to start on a world tour by aeroplane next September.

Mr. Tate states that he and Mr. Albert de Courville have made arrangements with Mr. Handley Page for an aeroplane which will carry the company, consisting of eight persons, and all the necessary "properties" for the performance of "Motoring" and similar sketches. It will not be forgotten that Mr. Tate once did a "flying" sketch in a Hippodrome revue.

Starting from the Handley Page aerodrome at Cricklewood, Mr. Tate's programme is first to visit Gibraltar and Malta, staying two nights in each place. The next stopping-place is to be Colombo, with a week's stay before going on to India.

All the important cities in India are scheduled for a visit by air, and then on to China and Japan and across the Pacific to San Francisco. One-day "visits" will be paid across the United States until New York is reached, and so home. By that time, according to Mr. Tate, crossing the Atlantic by air may be quite an ordinary occurrence.

TO-DAY'S  
ADVERTISEMENTS.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONSIGNEES),

## SATURDAY,

June 21, 1919, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of

Lee House Street,

Several cases of Provisions,

New Stock,

A quantity of Leather,

And

Sundry Goods.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 17, 1919.

NIIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship, "SADO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 23rd June, 1919, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIIPPON YUSEN KAISHA,

Agents.

Hongkong, June 17, 1919.

## NOTICES.

## LANE, CRAWFORD &amp; CO.

HAVE JUST RECEIVED A NEW STOCK OF

TRIMMED  
HATS  
FOR GIRLS

OF ABOUT 2 TO 12 YEARS.

ALL SIZES IN

DRESSES, PETTICOATS, KNICKERS,  
UNDERVERSTS, SOCKS, ETC.

## "MATTAMAC" COATS

FOR LADIES AND GIRLS

THE LIGHTEST WATERPROOF MADE.

## LANE, CRAWFORD &amp; CO.

## NEW MUSIC

"HONGKONG" . . . . . ONE STEP.

POOR BUTTERFLY . . . . . FOX TROT.

A LITTLE BIT MORE . . . . . "

YOU AND I . . . . . "

HAWAIIAN BUTTERFLY . . . . . "

ETC., ETC.

## THE ANDERSON MUSIC COY. LTD.

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TEL 1332.

Do away with the Difficult Part of Office Work

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## DALTON

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IN YOUR SERVICE

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Bilious Complaints

Relieves

GOUT AND RHEUMATISM

and prevents

INDIGESTION.

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## H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.

" 2 doz. Pints " \$21.

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AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &  
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.MARSEILLES & LONDON,  
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hong Kong about	Due Marseilles about	Due London about
"MORRIS"	21st August	23rd September	2nd October
"MORRIS"	4th September	7th October	15th October

BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hong Kong about	Due Bombay about
"MORRIS"	7th July	25th July

CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hong Kong about	Due Calcutta about
"MORRIS"	19th June	13th August

SHANGHAI AND KOBE.

S.S.	Leave Hong Kong about	Shanghai only
"MORRIS"	24th June	
"MORRIS"	24th June	

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## S.S. "EGREMONT CASTLE"

Will be despatched for NEW YORK via Panama  
on 26th June.

For freight and further particulars apply to

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Agents.

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TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES  
Sailings from Hongkong.

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THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,  
Batavia, Samarang and Sourabaya.

For JAPAN PORTS.	For JAPAN PORTS.
BORNEO MARU ..... on 15th July.	BORNEO MARU ..... on 27th July.
HOKUTO MARU ..... on 21st June.	HOKUTO MARU ..... on 4th July.
RIOJUN MARU ..... on 28th July.	PANRI MARU ..... on 28th July.
BORNEO MARU ..... on 28th Aug.	HOKUTO MARU ..... on 9th Sept.

For Freight or Passage apply to DODWELL &amp; CO., LTD., Agents.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP	Monthly direct service via Singapore and Port Said.
ANDROS MARU ..... Saturday, 21st June.	ANDROS MARU ..... End of July.
AMATSU MARU ..... End of July.	
YOKOHAMA & BOMBAY	Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.
SIAM MARU ..... Wednesday, 18th June.	
SUENOS AIREZ, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.	
HAWAII MARU ..... Wednesday, 25th June.	
SOMBAI COLOMBO—Regular fortnightly service via Singapore.	
SIAM MARU ..... Wednesday, 18th June.	
SAIGON, BANGKOK, SINGAPORE—Regular monthly service.	
SHISEN MARU ..... Wednesday, 2nd July.	
WEDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.	
KUOHO MARU ..... Wednesday, 9th July.	
VICTORIA, VANCOUVER, SEATTLE, TACOMA.	
Regular fortnightly service touching at intermediate ports: to Japan and Mitsubishi and Nippon Yusen Kaisha.	
MEXICO MARU ..... Saturday, 21st June.	
HAIPHONG—Three times a month service.	
DAITOKU MARU ..... Wednesday, 18th June.	
JAPAN PORTS—KOBE.	
SEIKUN, TAKAO VIA SWATOW, AMOY	
Time steamers have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the O.S.K. WHARF, near the Harbour Office.	
For TAKAO via SWATOW and AMOY.	
SOSHU MARU ..... Thursday, 19th June, at 8 a.m.	
For KEELUNG via SWATOW and AMOY.	
AMAKUSA MARU ..... Sunday, 22nd June, at 10 a.m.	
For sailing dates and further particulars please apply to—	
Y. YASUDA, Manager, No. 1, Queen's Building, U.T.	
Tel. No. 744 & 745.	

## TO THOSE GOING AWAY

Keep in touch with local happenings  
by subscribing to"THE OVERLAND CHINA MAIL"  
All the News of Hongkong and the Far East.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR SWATOW & BANGKOK	FOR SWATOW & BANGKOK
CHANGCHOW ..... June 13, at 11 a.m.	CHANGCHOW ..... June 13, at 11 a.m.
SHANGHAI ..... June 19, at 4 p.m.	SHANGHAI ..... June 19, at 4 p.m.
MANILA, CEBU & LIOLOA ..... June 23, Daylight.	MANILA, CEBU & LIOLOA ..... June 23, Daylight.
SWATOW & BANGKOK ..... June 24, at 11 a.m.	SWATOW & BANGKOK ..... June 24, at 11 a.m.
SHANGHAI ..... June 24, at Noon.	SHANGHAI ..... June 24, at Noon.
WELHAIWEI, CHEFOO & TIENTSIN ..... June 28, at Noon.	WELHAIWEI, CHEFOO & TIENTSIN ..... June 28, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent  
Saloon accommodation, amplitudes, Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai  
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading  
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Telephone No. 33.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR HANKOW	FOR HANKOW
TUNGSHING ..... FRIDAY, June 20, Daylight.	TUNGSHING ..... FRIDAY, June 20, Daylight.
CHONGSHING ..... FRIDAY, June 20, Daylight.	CHONGSHING ..... FRIDAY, June 20, Daylight.
SHANGHAI ..... FRIDAY, June 20, Daylight.	SHANGHAI ..... FRIDAY, June 20, Daylight.
MANILA ..... FRIDAY, June 20, at 3 p.m.	MANILA ..... FRIDAY, June 20, at 3 p.m.
SWATOW & CALCUTTA ..... FRIDAY, June 20, at 3 p.m.	SWATOW & CALCUTTA ..... FRIDAY, June 20, at 3 p.m.
SHANGHAI ..... SUNDAY, June 22, Daylight.	SHANGHAI ..... SUNDAY, June 22, Daylight.
HAIPHONG ..... SUNDAY, June 22, at 8 a.m.	HAIPHONG ..... SUNDAY, June 22, at 8 a.m.
KOBE ..... WEDNESDAY, June 25, at 4 p.m.	KOBE ..... WEDNESDAY, June 25, at 4 p.m.
MALTA ..... FRIDAY, June 27, at 4 p.m.	MALTA ..... FRIDAY, June 27, at 4 p.m.

CALCUTTA LINE—This line has been re-organized and affords regular sailings to Calcutta  
via Singapore and Penang.  
Sailing from Calcutta steamers proceed via Straits and Hongkong to Japan,  
occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light  
and carry a fully qualified Surgeon.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,  
sometimes calling at Swatow.  
Steamers on this line have a limited amount of passenger accommodation, and through tickets  
can be obtained for Straits and Japanese Ports via Shanghai. Through Sailings are  
made to all Northern and Japanese Ports.MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger  
accommodation, sailing from both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at  
Haiphong when convenient.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having  
up-to-date accommodation for passengers.  
Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and  
Labud.TIENTSIN LINE—A regular service is run from March to October between Hongkong and  
Tientsin, calling at Shanghai and Canton.  
Under Straits Government Passport Regulations. All European Passengers, leaving the Colony  
for Straits Settlements, are required to produce on arrival at destination passports with their  
Photographs and description filled in.  
For Freight or Passage, apply to—  
Tel. No. 215.THE GENERAL MANAGERS  
JARDINE, MATHESON & Co., Ltd.THE ADMIRAL LINE.  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"  
will be despatched on or about July 2nd.  
For SEATTLE, TACOMA & PORTLAND.  
For SEATTLE, TACOMA, VICTORIA, VANCOUVER.  
"WESTERN KNIGHT" ..... About August 1st.  
"WEST HEMATITE" ..... About August 10th.  
For SEATTLE, TACOMA, PORTLAND.  
"WEST CELINA" ..... About August 15th.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,  
JOHN J. GORMAN, GENERAL AGENT,  
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

## TOYO KISEN KAISHA.

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SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.	Steamers	Tons	Leave Hongkong.
FERSIA MARU ..... 18th June at 10.30 a.m.	8,000		
KOREA MARU ..... 25th June.	20,000		
NIPPON MARU ..... 7th July.	11,000		
*TENYO MARU ..... 20th July.	22,000		
*SIBERIA MARU ..... 28th July.	20,000		
SHINYO MARU ..... 13th August.	22,000		

\* Calling at Keelung.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,  
SAN FRANCISCO, SAN PEDRO, BALBOA, PANAMA,  
CALLAO, AERICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
KIYO MARU ..... July 14th.	17,500	
ANYO MARU ..... Sept. 10th.	18,500	
SEIYO MARU ..... Nov. 4th.		

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.  
and the Pacific Mail Steamship Co.  
Passengers may travel by rail between ports of call in Japan free of charge.  
For full information as to rates, sailings, etc., apply to—  
T. DAIGO, MANAGER,  
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

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## SHIPPING

CANADIAN PACIFIC  
OCEAN SERVICES LIMITEDTHE CANADIAN PACIFIC RAILWAY COMPANY  
announce the augmentation of the present double daily  
train service by a third Trans-Continental train—

## THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL.

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted  
to First Class Sleeping Car passengers and will consist entirely  
of Compartment Observation and Standard Sleeping cars,  
Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department,  
Hongkong, June 7, 1919.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers, Electric Light and Fans in State-rooms  
and Saloons. Excellent Cuisine.

SWATOW, AMOY &amp; FOCHOW

AND RETURN.

(Comprising 9 to 10 Days)

HAITAN ..... [Capt. A. H. Stewart] TUESDAY, 17th June at 1 p.m.  
HAIPHONG ..... [Capt. J. W. Evans] FRIDAY, 20th June at 1 p.m.  
QUINNEBAUG ..... [Capt. Medina] TUESDAY, 24th June at 11 a.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT AND PASSAGE apply to—

DOUGLAS LAFRAIK & Co.  
General Managers.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING"	"CHINA"
(15,000 tons, American Registry).	(10,800 tons, American Registry).
SAILINGS FROM HONGKONG FOR	SAILINGS FROM HONGKONG FOR
SAN FRANCISCO	SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU	VIA SHANGHAI, JAPAN PORTS & HONOLULU
"NANKING" ..... August 15th, 1919.	"CHINA" ..... July 2nd, 1919.

AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

O. E. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE  
TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO:  
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS en route and affording the Quickest Freight  
Transport from the ORIENT to SOUTH AFRICA.For dates of departure, Rates of Freight, apply to—  
THE BANK LINE, LTD.,  
MANAGING AGENTS.

## "ELLERMAN" LINE.

(Ellerman &amp; Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE  
REQUESTED TO APPROACH THE UNDERSIGNEDFor STRAITS SAILA.  
Subject to change without notice.THE BANK LINE, LTD.  
General Agents.Koninklyke Paketvaart Maatschappij.  
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).THE Steamship  
"VAN WAERWYCK".will be despatched on the 17th June at 3 p.m. to—  
SINGAPORE, PENANG and BELAWAN DELI.This Vessel offers excellent Cabin-accommodation for Saloon-passengers.  
Wireless Telegraphy.For Freight and Passage apply to:  
JAVA-CHINA-JAPAN LIJN,  
Telephone No. 1574. Agents.

## ENEMY TONNAGE

## THE ULTIMATE DISPOSITION.

The following telegraphic message

has been received from Paris:—  
Notice has been given that ar-  
rangements have been made between  
the Associated Governments for the  
use and management of enemy ton-  
nage acquired and to be acquired  
since the conclusion of hostilities.  
As to management the position is  
that allocation of vessels for manage-  
ment as between the Associated  
Governments has been determined  
according to ability of the respective  
Governments to bring vessels into  
specify use, and in the case of pas-  
senger tonnage according to relative  
needs. Vessels will fly the flag of  
the Allied Maritime Transport Coun-  
cil, as well as the national flag of the  
country undertaking the manage-  
ment.The arrangements in no way pre-  
judice the ultimate disposition of  
the vessels by the terms of Peace,  
and it has been agreed that in dis-  
cussion of the ultimate disposition no  
argument shall be found on their  
allocation for management or service  
in the meantime. It has been fur-  
ther agreed that the Associated Gov-  
ernments will hold as null and void  
from the standpoint of final disposi-  
tion of the ships any action, such as  
the transfer of shares in enemy ship-  
ping, which is calculated to render  
it more difficult to apply the prin-  
ciples that the interim allocation of  
enemy tonnage for management and  
use shall in no way prejudice to  
ultimate disposition.

## THE ROYAL MAIL COMPANY.

## NEW COMMODORE.

Captain A. T. Dix has been ap-  
pointed commodore commander of  
the Royal Mail Steam Packet Co.'s  
fleet from April 1. Appointed to  
R.M.S. *Monica*, under Captain J.  
Jellison, commodore, in June, 1902,  
Captain Dix sailed to the West Indies  
and joined the R.M.S. *Eider*, the last  
of the old paddle-wheelers that the  
company had. He stayed on the  
Indian station for two and a half  
years, and, after returning home,  
went to Brazil and the River Plate  
service in the *Montego*, under Cap-  
tain Green, who was lost overboard  
just after leaving the Solent. Cap-  
tain Dix served in various ships as  
third, second, and chief officer, fi-  
nally getting command of the R.M.S.  
*Aspin* in 1909. During the war the  
new commodore commanded the  
*Aspin*, one of the first ships to be  
commandeered by the Government  
for a hospital ship. Afterwards he  
had the *Durra* for two years, and the  
*Amazon* for one year. The latter  
ship narrowly escaped being tor-  
pedoed 55 miles west of Vigo, a tor-  
pedo passing about five yards astern  
of the ship. The submarine came to  
the surface, and, after three rounds  
from the ship's 6 in. gun, she was  
struck amidships, heeled over, and  
sunk. Captain Dix left the *Amazon*  
on leave, and joined the *Duna*, carry-  
ing troops from New York, and then  
switched off to the Brazil and River  
Plate route again.SHELL TRANSPORT AND TRADING  
COMPANY.

## INCREASE OF CAPITAL.

The "Shell" Transport and Tradi-  
ng Company, Limited, intimated  
that at an extraordinary general  
meeting, held on Thursday, April 24,  
the following resolution has been pro-  
posed, viz.:—  
"That the capital of the company  
be increased to £23,000,000 by the  
creation of 5,000,000 additional ordi-  
nary shares of £1 each; and that the  
board be authorised to issue such  
shares at such times and upon such  
terms and conditions, and for such  
consideration as they from time to  
time determine."CUTICURA  
HEALS  
ITCHINGOn chest. Dry red rash came out.  
Then ears began to itch and felt could  
scratch them off. Kept awake a long  
time. Always scratching. Troubled  
off and on for two years. Then used  
Cuticura Soap and Ointment and am  
healed.  
From signed statement of Mrs.  
Margaret Smith, 7, South Street St.  
Orville Lane, Bedford, Lancs. Eng.  
With an apparent tendency to skin  
troubles you should use these fragrant  
super-creamy emollients for all toilet  
purposes. They prevent as well as  
cure. Purify and beautify.  
Sample free. Cuticura to local. British  
Druggists & Chemists & Soap & Perfumery Co., Ltd., 27, Essex  
Street, London, E.C. 4. Sold everywhere.







## THE RIFT IN THE LUTE.

Whatever may be thought of the expediency of Mr. Wilson's manifesto on the Adriatic question, its logic is unassailable; and when he is reproached by Signor Orlando with a breach of decorum, it is difficult to avoid the reflection that if the President had wished to make himself unpleasant he might have put the case a good deal more strongly. Italy did not enter the war in precisely the same circumstances as the rest of the Allies. She was not wantonly attacked, like some of them; nor did she fly promptly to the assistance of neighbours in distress, like others. She happened to have a long-standing treaty of alliance with the two aggressors, who might not unreasonably count on her neutrality, if not upon her sympathy and co-operation. The course which she took was to watch the drift of events for nine months, during which each side made tempting offers either to obtain her alliance or to preserve her neutrality. In the end she decided to throw her sword into the scale, but in doing so she only declared war on Austria, from whom she desired (quite justly) greater territorial acquisitions than had been voluntarily offered as the price of her absence; and she refrained from an open breach with Germany, the common enemy of all nations, until the inconvenience of being at war with one of the Central Powers and not with the other manifestly outweighed any possible advantage.

The so-called "Pact of London," concluded under these conditions, is consequently not a document of very high moral authority. From the point of view of the Allies it was a tight corner. The giver was out to make an advantageous bargain. The gift was a gift of other people's property. Any court of justice adjudicating upon a transaction of this nature would, as between the parties, scrutinise the terms very closely, and limit the bondholder, strictly to his pound of flesh—following a precedent which, by a happy coincidence, was originally set in an Italian court. But in this case the question is not between the parties to the document. On our side the two principal signatories, France and England, are quite ready to honour their bond, while another is not appearing in court and is reported "missing, believed dead." The question at issue relates entirely to "third parties." These are the Southern Slavs, whose interests are directly affected by the Pact of London, and the United States, which is concerned to establish a peace in Europe on terms to which it can become a party. And, what is most to the point, Italy

is asking for something which is not merely not in the bond but is expressly excluded from it, the Pact of London having reserved Fiume to the Croats, while assigning to Italy territory on each side of that port. In point of fact, it is Italy who is repudiating her bargain. There is, consequently, no answer to Mr. Wilson when he points out that the Pact of London does not justify the Italian demand for Fiume, that its provisions as regards the Adriatic coast generally do not bind anyone but the parties to the document, and that since it was executed conditions have entirely changed, first by the disappearance of the Austro-Hungarian Empire, the traditional enemy and the oppressor of Italy, and, secondly, by the proposed institution of a League of Nations which is to guarantee established national rights and to exercise control over national armaments.

But while Italy is wrong in point of law and logic and on no very strong ground in point of ethics, it comes to mere recrimination she might find at least material for effective retort. As the result of the haggling that has gone on for the last two or three months France has obtained, so far as we are permitted to know, a good deal more than either she could have hoped for or her partners in war have promised her while the German armies still held their ground. Mr. Wilson's fourteen points, while providing for the restoration of Alsace and Lorraine, said nothing about the valley of the Saar; still less about drawing the German frontier at the Rhine for all military purposes. The doctrine that guarantees for security are to be provided by disarmament controlled by a League of Nations rather than by "strategic frontiers" has apparently not been pressed against France; why should it be against Italy? To say nothing about the German Colonies, Great Britain seems likely to get more than she ever aspired to before the war in the name of a "mandate" to govern millions of the late subjects of the Turkish Empire, thereby acquiring a valuable bulwark for India against all probable contingencies. Nothing definite has hitherto been said about reduction of naval armaments. In spite of the annihilation of German naval power, the British Fleet is not being reduced; the American is being largely increased; the British Army is to be kept on a war footing for the purpose of extracting indemnities out of Germany. It hardly lies with Britain, and America to tell Italy that she need not be anxious about the Adriatic because the League of Nations will enforce disarmament and secure her against any naval ambitions which may arise in the breasts of the Jugo-Slavs. Signor Orlando may

fairly say to this country, "You live on an island, and you insist on your right to command the seas as essential to your self-defence. You have experienced the danger and inconvenience of having a power in possession of the nearest opposite coast. You have delivered yourselves from this danger. You are going to tunnel under the Channel, which will make it easier for you to keep an enemy off that coast in future. Consider our position. We are surrounded by the sea on three sides, and our strategic position is not so favourable for naval defence as yours. Why should you, of all people, quarrel with our desire to make our coast secure on at least one side by preventing the establishment of another naval power in the Adriatic? When you concede our right to the Dalmatian littoral as virtually Italian, how can you exclude us from its one potential naval base merely to preserve a right of way to other people in the background?"

Very possibly Signor Orlando is merely bluffing. We all understand that his attitude at Paris is largely governed by political considerations in Rome. But at any rate he is bluffing on a strong hand. The Italians are in Fiume. *Basta*! Who is going to turn them out? It is quite certain that Fiume will not become a *casus belli* among the Allies; it is highly doubtful whether we shall try coercion by the milder process of starvation. All this Signor Orlando evidently understands, as his speech on his return to Rome clearly proves. No doubt the deadlock will be solved in some manner which will save the faces of all parties concerned. From that point of view it seems to me that we ought to be rather grateful to Signor Orlando for giving us a valuable object-lesson. He has demonstrated two important points; first, that Germany is far from being, as largely taken for granted in this country and France, the only source of future danger to the peace of Europe; second, how impossible it is to avoid international quarrels, even between the dearest friends so long as they are merely left to settle their differences by private discussion among themselves and without any superior force outside to prevent their proceeding to fight it out by force of arms. The Italians are not the only people who are giving us useful lessons. There is the question of the rights of the yellow races, of which Japan has constituted herself the champion. There is the little question about Shantung, in which Japan is in very much the same position as Italy, having taken what she wants and not being disposed to relinquish it in deference to the rights of a weak, if not a small

## NO MORE TRADE WITH GERMANY.

WHAT IT MEANS.

The *N. C. Daily News* thinks that although Germany is to be allowed to export certain goods no one should buy, even although by so doing "an infinitesimal part of the profit be returned to the Allies in the form of an indemnity." How Germany is going to get the money to pay off the heavy indebtedness laid upon her our contemporary does not explain. Perhaps it thinks that hard cash should be wrung out of her by taxation, but if the Germans are to be expected to buy all the goods the Allies send them then it is difficult to see where the money is to come from. Either the Allied trade must suffer or the German goods must be accepted by the Allies as the goods of other nations are accepted. There is also difficulty of the raw materials and half-manufactured goods, which unsuspecting consumers can hardly be warned against with a "Made in Germany" label. Thus before the war Britain was importing from Germany six million pounds' worth of sugar a year, and presumably she will do so again. It would be a serious shock to the patriotic British consumer if he found that he had been sugaring his tea with German sugar. Again he might find he was wearing a shirt made from German yarn, or looking through a window made of German glass. How are catastrophes to be averted? All these patriots who clamour for the suppression of German trade are doing their country a distinct disservice, since they serve to strengthen the contention, which is not held in Germany alone, that it was for this purpose Britain entered the war—that it was to smash a trade which was as profitable to her as the trade with any country with which she has commercial relations. The contention defeats itself, of course, for if the idea is that Germany is to buy all and sell nothing then we are retreating to the economic theories held prior to the war, on this theory, added to the wealth of Germany but made Britain poorer. It would be a bad day for Britain if such a theory were to find a place in the economic principles of the countries to which she exports.—*Japan Chronicle*.

nation. What we have to learn from all this is that a League of Nations can never do its work unless it is able and willing to exercise force majeure against quarrelsome States.—*Scribner* in *Truth*.

## HOMEWARD VOYAGE TRIALS.

## LADY PASSENGER'S EXPERIENCES IN BARCELONA.

A lady passenger by the Spanish mail homeward recently writes as follows regarding her experiences in Barcelona.

I cannot fully describe all I had to go through in Barcelona but I have had a pretty awful time with the strike being on, soldiers in the streets and even the sailors taken from the ship, armed and put on guard, machine guns on the Plaza Catalina and Red Cross stations at every corner. I had to wire home for more money as I have been in Barcelona three weeks stranded. After great difficulty I managed to get a boat to England, since the overland journey through France was prohibitive and prices in Paris simply dreadful, people paying £5 per night in back street hotels in Paris. All luggage was held up in the customs on account of the strike, no transport of any description, no waiters, no cooks and no lights in the hotels, the water supply threatened and typhoid raging throughout the town. All water had to be boiled 20 minutes by Government orders and we had to "grub" in the hotel kitchen for what food we could get. Butter and meat were non-existent. It was not safe to go out in the town as hundreds of people were being arrested, some were shot and ambulances were much in evidence. No one was allowed out of doors after 9 p.m. and a fellow passenger on the *Antonio Lopez* was seized by the soldiers, searched and a revolver was found on him so he was arrested. The hotels are very expensive.

I went to the Passport Office and was told the journey through France was absolutely impossible and was advised to go to Madrid, where with luck, the journey might be continued in a week's time, but the strike (which is really political trouble caused by German, makes the journey uncertain. I tried to wire to England but the Telegraph Office was in the hands of the soldiers and it was impossible to send any telegrams. Neither parcels nor letters had been delivered for over a fortnight. The British Consul, exerted his influence and ultimately I was enabled to send a wireless message. The boat kept delaying her departure and the fare for the ayah was £1 and 2 fare for all children. All the passengers were suffering from a shortage of money but all troubles come to an end and we are now going to Gibraltar.

## A CANTON ANNOUNCEMENT.

Mark Twain described "the Siamese twins," how one was a teetotaler and the other a boozier, and so on. A Canton advertisement goes some better. It tells us that for ten cents we may see on the Roof Garden of the Sun Co. the "Chinese twins," 33 years old, from Kwangsi, who have two heads, four hands, four legs but only one abdomen and one heart between them. They have been exhibited, the advt. says, in London, America, and Peking.

Thrown in, as it were, is the information that both have been married "with few children each." It is to be presumed that sharing one heart, &c., they went on their honeymoon together. Anatomically—but you must think it over for yourselves.

## JAPANESE VESSELS SHORT OF CARGO.

Owing to the boycott movement in Shanghai, the Nishin Kisen Kaisha's *Daitoku-maru* on the Japan-Hankow line was able to load only 20 tons of cargo there against the usual cargo of 220 to 230 tons. The *Osaka Mainichi* states that although there is plenty of cargo for export along the Yangtze river, it is almost impossible to load it at present. The number of passengers on Japanese steamers show a 30 to 40 per cent. decrease. The *Daitoku-maru*, which was scheduled to ship about 130 tons of cargo, has had a great deal of it cancelled.

A telegram received on May 22 stated that the Japanese police in Tsingtao have taken no steps to stop the boycott movement beyond asking the Chinese authorities to control it. Many merchants are buying goods just as usual, but trouble is caused by the Chinese banks refusing to issue bills of exchange on Tsingtao. It is confidently expected things will greatly improve in a fortnight or so. The telegram contradicts the rumour that the situation in Tsinan and district is very serious. On the contrary, it is reported the situation there is quiet. Owing to the shortage of stocks in Shanghai, the price of cotton is rising.

## WEATHER REPORT.

June 17d. 12h. 17m.—No returns from Japan and Vladivostok. Pressure has increased slightly at all stations; the depression remains stationary. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.88 inch. Total since January 1, 23.94 inches, against an average of 31.96 inches. Forecast for the 24 hours ending at noon on the 18th:—1.—Hongkong to Gap Rock. S.W. winds, strong to fresh; cloudy, squally, showery. 2.—Fermos Channel. The same as No. 1. 3.—South coast of China between Hongkong and Lamook. The same as No. 1. 4.—South coast of China between Hongkong and Hainan. The same as No. 1.

C. W. JEFFRIES, Chief Assistant.  
Hongkong Observatory, June 17, 1919.

## HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart which has been found to be 4 feet 1 inch below mean sea-level. To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

June 15 to 24, 1919.

Day	Month	Year	TIDE WATER		LOW WATER	
			Time	Height	Time	Height
Wed	15	1919	6.15	2.0	1.15	2.3
Thurs	16	1919	6.45	2.1	1.45	2.4
Fri	17	1919	7.15	2.2	1.75	2.5
Sat	18	1919	7.45	2.3	2.05	2.6
Sun	19	1919	8.15	2.4	2.35	2.7
Mon	20	1919	8.45	2.5	2.65	2.8
Tues	21	1919	9.15	2.6	2.95	2.9
Wed	22	1919	9.45	2.7	3.25	3.0
Thurs	23	1919	10.15	2.8	3.55	3.1
Fri	24	1919	10.45	2.9	3.85	3.2

## HONGKONG REGISTER.

Pressure	at 3 p.m.	at 6 p.m.	at 9 p.m.
Barometer	29.53	29.56	29.54
Temperature	84	81	83
Humidity	75	80	83
Direction of Wind	sw	sw	sw
Force	4	4	3
Weather	oc	oc	oc
Rain	0.03	0.00	0.02

Height open air Temperature on the 10th—82.  
Lowest open air Temperature on the 12th—81.

T. F. CLAXTON, Director.

Hongkong Observatory, June 17, 1919.

## LIBBY McNEILL AND LIBBY OF CHICAGO U.S.A.

**Sole Agents FOR CHINA.**

**CONNELL BROS. CO.**

LIBBY'S PEACHES

LIBBY'S CREAM

LIBBY'S QUEEN OLIVES

LIBBY'S CONDENSED MILK

LIBBY'S OX TONGUES

LIBBY'S CREAM

LIBBY'S QUEEN OLIVES

LIBBY'S CONDENSED MILK

LIBBY'S ASPARAGUS

LIBBY'S CONDENSED MILK







## "SHELL" TRANSPORT AND TRADING CO., LTD.

An extraordinary general meeting of the "Shell" Transport and Trading Co., Limited, was held on April 24 under the presidency of Sir Marcus Samuel, Bart. (chairman of the company), for the purpose of passing the following resolution:—That the capital of the company be increased to £23,000,000 by the creation of 8,000,000 additional ordinary shares of £1 each, and that the board be authorised to issue such shares at such times and upon such terms and conditions and for such consideration as they may from time to time determine.

The Secretary (Mr. E. A. Smith-Rowse) having read the notice convening the meeting.

The Chairman said: Ladies and Gentlemen,—In submitting to you the resolution to increase the capital of the company to £23,000,000 sterling, raising the authorised number of the ordinary shares from 12,000,000 to 20,000,000 it is desirable that I should explain to you some of the reasons for this measure. It has been a question of principle with your directors that the equilibrium of finances between the "Shell" and the Royal Dutch Companies should be maintained, and at the present moment the "Shell" Company's resources are below their ratio. As might have been anticipated in a business of the magnitude of the "Shell" group, constant capital requirements are confronting the directors. To instance only a few—The Asiatic Petroleum Company has increased its capital by £2,000,000 sterling, and last, but by no means least, the "Shell" Marketing Company has since the termination of the war paid up its capital of £3,000,000 sterling. I hope that our shareholders follow the narrative which I have given them from time to time as to the position of the finances of this group as a whole, and if so, they will certainly realise that so large were these that there would have been no actual necessity to increase the parent company's funds were it not for the fact that so great an asset is financial strength in such a group that I say unhesitatingly we can never have too much liquid money.

It has been wrongly surmised that the object of the raising of the capital of the "Shell" Company was to provide funds for the purchase of the Mexican Eagle shares. It is not so. These funds have been provided by the middle companies, and the amount which will ultimately have to be found by the "Shell" Company, so far as the purchase of the shares goes, is unimportant. Not so, however, are the sums required for the full development of our Mexican interests. Here, again, I must refer to previous statements—namely, that we had enormous potential production in that country, and while we appreciate the motives which induced Lord Cowdray to part with the predominant influence in the company which his genius had created, we agree with the wisdom of the step which he took, as being one which will ultimately greatly benefit the outside shareholders in the Mexican Eagle Company, for I am only repeating his own sentiments when I say that a much greater future is secured to them under "Shell" management than would have been possible to the company as a separate entity. The knowledge that the production of the "Shell" group and that of the Mexican Eagle are interchangeable is a great asset to both companies, owing to the necessity of entering into engagements for the furnishing of great and ever-increasing supplies of liquid fuel. The power of entering into such engagements and the security furnished to users of oil as fuel or for internal combustion engines are greatly strengthened by the fact that the "Shell" Company's production in almost every field in which they are operating shows substantial and gratifying growth, and they alone, among all oil companies, are able to furnish supplies at centres so wide apart as Mexico and Egypt, Borneo and California. The production of oil in Borneo is at the moment the largest in the history of the company, and this is of great importance, seeing its adjacency to India and the peculiar adaptability of the kerosene produced from that crude for the Indian market.

This is not the occasion for going into your company's operations or the results at great length. Your directors are always most desirous of taking the shareholders into their confidence to the fullest extent possible compatible with the interests of the company. Before proposing the formal resolution (to which the great majority of the shareholders have already expressed their agreement) I must inform you that the issue to be made for the purposes which I have already indicated to you will be to share holders at par, but, pending the result of certain negotiations, we cannot at present say whether it will be in the proportion of one share in two or one share in three. The decision of your directors upon this point will be announced as soon as possible, but it is not intended to issue the shares until the declaration of the final dividend for the year 1918, so that the shareholders may, if they so choose, apply their

## ARRIVALS.

June 17.  
TIENTSIN, Brit., 1,327 tons, from Shanghai, Capt. H. P. Hoyle, B. & S. Co.  
PAK WO, Chi., 1,147 tons, from Canton, Capt. Hamlin, Kwong Hing, Co.  
SADO MARU, Jap., 3,088 tons, from Singapore, Capt. T. Mori, N.Y.K.  
KWANGLER, Chi., 1,468 tons, from Canton, Capt. Sargaster, C.M.S.N. Co., Wharf.  
SIAM MARU, Jap., 2,822 tons, from Kobe, Capt. Imaidzumi, O.S.K., Kowloon Wharf.  
SOSHI MARU, Jap., 1,006 tons, from Canton, Capt. Kikura, O.S.K., Wharf.

## CLEARANCES.

June 17.  
HAITAN, Brit., 1 p.m., for Foochow via Swatow, D.L. & Co.  
KWANGANG, Brit., 8 a.m., for Canton, J.M. & Co.  
SEINON, Brit., 7 a.m., for Canton, San Feh S.N. Co.  
WING SHUN, Chi., 8 a.m., for Shanghai, San Feh S.N. Co.  
KUEICHOW, Brit., 6 a.m., for Tientsin via Chefoo and Weihaiwei, B. & S.

## MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. *Empress of Japan* sailed from Nagasaki on June 18, and is due at Shanghai on June 19.  
The C.P.O.S. Co's R.M.S. *Empress of Asia* sailed from Nagasaki on June 16, and is due at Hongkong on June 18.  
The N.Y.K. s.s. *Yokohama Maru* (Australian Line) left Manila for this port on the 16th June, and is expected here on the 18th June.  
The P. & O. s.s. *Albatross* left Singapore for this port on the 16th June, and is due here on the 24th instant at about daylight.

## Latest Arrivals.

The P.M.S. S.S. Co's s.s. *Ecuador* left San Francisco on May 31.  
The C.M.S.S. Co's s.s. *China* arrived at Yokohama June 15, and may be expected to arrive in Hongkong on June 24 in accordance with schedule.  
The T.K.K. s.s. *Togo Maru* sailed from San Francisco June 11, at per schedule, and is due to arrive at Hongkong July 14.  
The P. & O. s.s. *Albatross* left Singapore for this port on the 16th June and is due here on the 24th June.  
The C.P.O.S. Co's R.M.S. *Empress of Russia* arrived at Vancouver on May 30.  
The Admiral Line's s.s. *West Monarch* arrived at Shanghai on June 3, and is due to arrive here via Manila on or about July 1.  
The Shawan Tomes Co's s.s. *Gadic Prince* is expected here from New York about middle of June.  
The N.Y.K. s.s. *Shinano Maru* (Calcutta Line) left Calcutta for this port via Singapore on the 7th June, and is expected here on the 27th June.  
The N.Y.K. s.s. *Yokohama Maru* (European Line) left London for this port via Suez Canal on the 21st May, and is expected here on the 15th July.  
The N.Y.K. s.s. *Kiama Maru* (European Line) left London for this port via Suez Canal on the 17th May, and is expected here on the 22nd June.  
The T.K.K. s.s. *Shinano Maru* arrived at Yokohama June 1 and will sail June 4 for Honolulu, and San Francisco as per schedule.  
The T.K.K. s.s. *Seigo Maru* arrived at Yokohama May 13 and sails May 17 according to schedule for San Francisco en-route to South America.

## DOCKERS REFUSE TO LOAD DRINK.

## SPIRITS AND BEER LEFT BEHIND.

Owing to the refusal of dockers at Liverpool and Birkenhead to handle beer and spirit for export, the vessels of 16 big Liverpool shipping companies are reported to have sailed recently without any such cargo aboard.

The men contend that the supplies are required at home. Many firms of bottlers have been obliged to dismiss employees through the action, and a number of men and women are out of work.

## SHOULD WE CEDE MAURITIUS?

Colonel Burn (Torquay), in the House of Commons on April 29, asked whether the Prime Minister and Mr. Clemenceau had received a demand claiming the retrocession of Mauritius (Isle of France) to France, based on President Wilson's 14 points.

Mr. Cecil Harmsworth (Under-Secretary, Foreign Affairs) said his Majesty's Government had received a petition in the sense indicated, signed by five gentlemen, who claimed to represent that part of the population of Mauritius which was of French origin.

Mr. Cecil Harmsworth, in answer to Mr. C. K. Murchison (E. Hull), said he could not say whether it was proposed to cede to Belgium the late German East African territories of Ruanda and Urundi. It was unagreed that I must inform you that the issue to be made for the purposes which I have already indicated to you will be to share holders at par, but, pending the result of certain negotiations, we cannot at present say whether it will be in the proportion of one share in two or one share in three. The decision of your directors upon this point will be announced as soon as possible, but it is not intended to issue the shares until the declaration of the final dividend for the year 1918, so that the shareholders may, if they so choose, apply their

dividends towards the cost of taking up their new shares. I should be misleading you were I to allow you to suppose that the company are in any immediate need for funds. They still hold their original £1,000,000 sterling in the Five per cent. War Loan and £1,200,000 in War Bonds. I now formally move the resolution. Mr. W. Foot Mitchell seconded the resolution, which was carried unanimously.

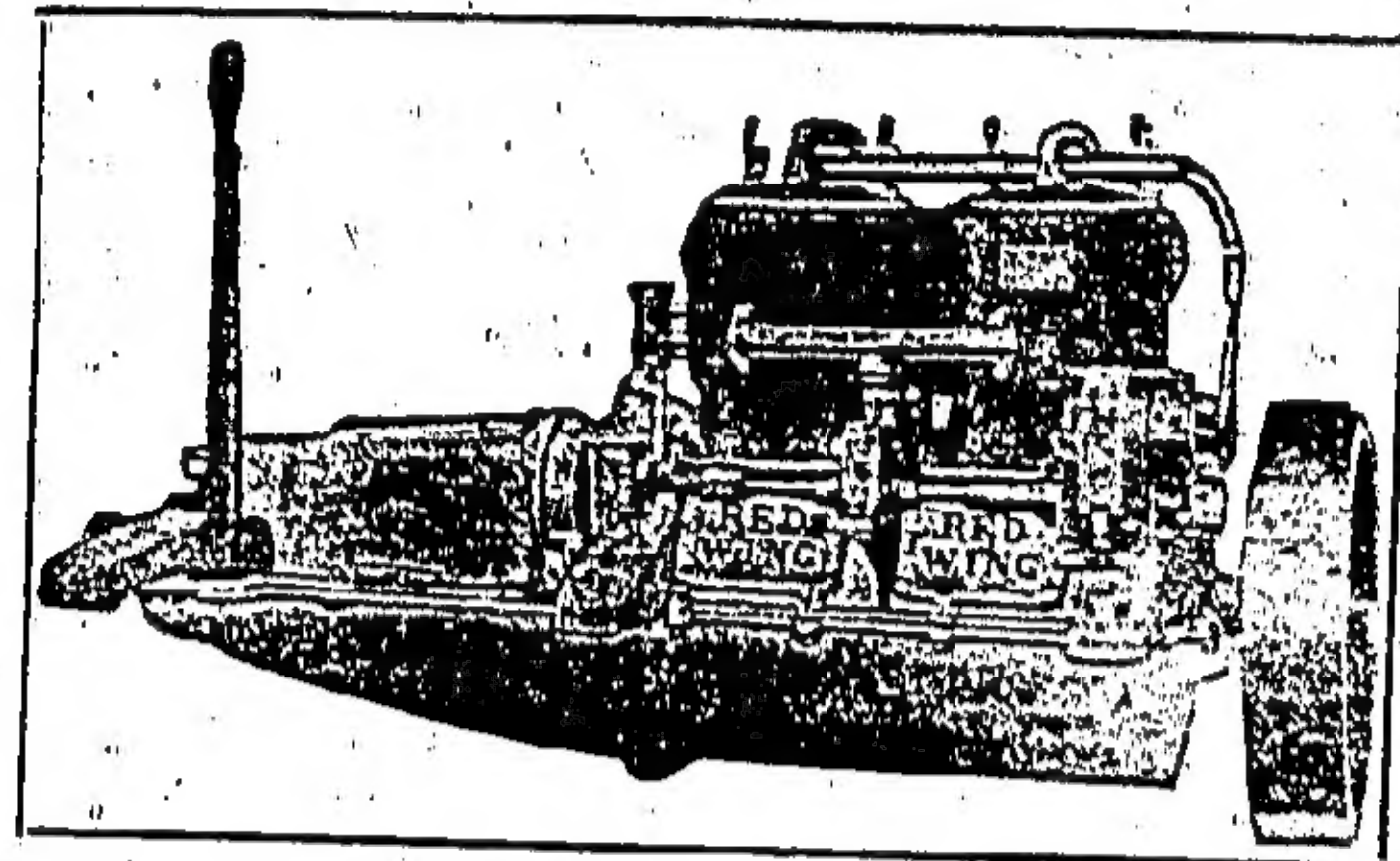
## NOTICES.

"ARROW"  
COLLARS & SHIRTS.

LOOK WELL,  
WEAR WELL,  
AND ARE  
WELL MADE.

TRADE MARK  
CLUETT, PEABODY & CO.

THE RED WING ENGINE HAS BEEN MANUFACTURED FOR THE PAST 17 YEARS, IT IS THEREFORE NOT A NEW AND UNTRIED PRODUCT. IT HAS STOOD UP DAY IN AND DAY OUT IN THE SEVEREST SERVICE, WHICH THE MANY THOUSANDS IN USE WILL TESTIFY.



## THE RED WING MOTOR.

WE SHALL BE PLEASED AT ALL TIMES TO SUPPLY ANY INFORMATION REGARDING THE RED WING MOTOR OR TO GIVE A PRACTICAL DEMONSTRATION OF WHAT THE MOTOR CAN DO. SOLE AGENTS: SHEWAN, TOMES & CO., ST. GEORGE'S BUILDING, HONGKONG.

## KEEN COMPETITION.

LADES AND GENTLEMEN: Please notice The Breezy Garage is giving Special quotations with the latest and newest design CARS ON HIRE for the coming season. CHANDLER HUDSON SUPER SIX 7 passengers \$2.00 per hour. OAKLANDS 5 1.50 " " WISE PATRONS never go wrong once they decide to patronize us. Weekly or monthly trips can be arranged at the Office.

OUR MOTTO: Drink less patent medicine and take more motor. Just landed a large stock of Goodyear and Goodrich Tyres and Tubes at lowest prices. Sizes 24, x 4 and 32 x 4. Please Ring, Write or Call. THE BREEZY GARAGE, 81, Des Voeux Road Central, Opposite Customs Market. Phone 2498. Mr. TANG TSUN, Proprietor and Manager.



## The Pirate on a Desert Island with Sacks of Gold

died of hunger. The value of all things must be gauged by their use. So with shoes.

It is apparent that there is no all-purpose shoe, no all-purpose leather.

What is the purpose for which you need shoes? To wear on the streets? For dancing? For dinners—or the opera? To wear on a long "hike"? On a gunning-trip? For riding?

Tell us this and we will furnish you the shoes you need, which for the purpose for which they are designed and intended, will render you one hundred cents of satisfaction for every dollar invested.

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## POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahvaz or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unione, Vicenza, Treviso, Padova, Venezia and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bechuanaland, French Somaliland, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 10 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 6 o'clock on the previous evening.

## INWARD MAILS.

WEDNESDAY, June 19.  
U.S.A. Canada and Japan—Per KOREA MARU.  
Australia and Manila—Per NIKKO MARU.  
Straits—Per CHEERING.  
Straits—Per TOYO MARU No. 2.  
FRIDAY, June 20.  
Canada, U.S.A. and Shanghai—Per EMPRESS OF JAPAN.  
SUNDAY, June 22.  
Straits and Colombo—Per KITANO MARU.  
TUESDAY, June 24.  
Canada, U.S.A. and Shanghai—Per CHINA.  
Straits—Per HWAHSIN.

## OUTWARD MAILS.

WEDNESDAY, June 19.  
Swatow, Amoy and Fuzhou—Per CHANG-CHOW.  
Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per PERLA MARU. Registration 8.45 a.m. Letters 9.30 a.m.  
Shanghai, North China, Japan via Kobe, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per VENEZUELA. Registration 9.45 a.m. Letters 10.30 a.m.  
THURSDAY, June 20.  
Swatow, Amoy and Fuzhou via Takao—Per SOSHI MARU. 8 a.m.  
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden and Egypt—Per SIAM MARU. 9 a.m.  
Japan via Nagasaki—Per NIKKO MARU. 10 a.m.  
Shanghai and North China—Per SUYANG. 3 p.m.  
Philippine Islands—Per GAELIC PRINCE. 3 p.m.  
FRIDAY, June 20.  
Swatow, Amoy and Fuzhou—Per HAI-HONG. 1 p.m.  
Philippine Islands—Per YUENSANG. 2 p.m.  
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden and Egypt—Per SUEZ—Per TEUCER. Registration 12.45 p.m. Letters 1.30 p.m.  
The Parcel Mail will be closed on Friday, June 20, at 5 p.m.  
Shanghai and North China—Per KWANGSE. 5 p.m.  
SUNDAY, June 22.  
Formosa via Keelung, Shanghai, North China and Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via CANADA—Per FUSHIMI MARU. 9 a.m.  
Shanghai, North China and Japan via Kobe—Per KITANO MARU. 10 a.m.  
Philippine Islands—Per TAMING. 2 p.m.  
TUESDAY, June 24.  
Swatow, Amoy and Fuzhou—Per HUPEH. 10 a.m.  
Swatow, Amoy and Fuzhou—Per QUINERAT. 10 a.m.  
Shanghai and North China—Per TEAN. 11 a.m.  
WEDNESDAY, June 25.  
Philippine Islands—Australia and New Zealand via Thursday Island—Per TANGO MARU. Registration 8.45 a.m. Letters 9.30 a.m.  
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via SUEZ—Per EMPRESS OF JAPAN. Registration 9.45 a.m. Letters 10.30 a.m.  
THURSDAY, June 26.  
Weihaiwei, Chefoo and Tientsin—Per HUICHOW. 11 a.m.  
FRIDAY, June 27.  
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi and EUROPE via SUEZ—Per TAMBA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

## ENTERTAINMENTS.

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A beautiful scenic, a revelation of the beauty of that country.

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BRILLIANT ELECTRIC LIGHTS.  
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MISS LORENZ ... GRACEFUL TRAPEZE ARTISTE.  
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MATINEES: WEDNESDAYS and SATURDAYS. 5 p.m. HALF PRICE for MILITARY and ORPHANS.

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